

April 9, 1914

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Leslie's

Illustrated Weekly Newspaper
Established in 1855



Easter Up-to-Date

Easter in the Holy City

Photographs (copyrighted by William H. Rau) showing the religious ceremonies in Jerusalem during Passion Week.



THE PARADE OF THE PRIESTS

A procession of priests of the Greek Catholic Church passing through the narrow streets, bearing the sacred emblems of the church.

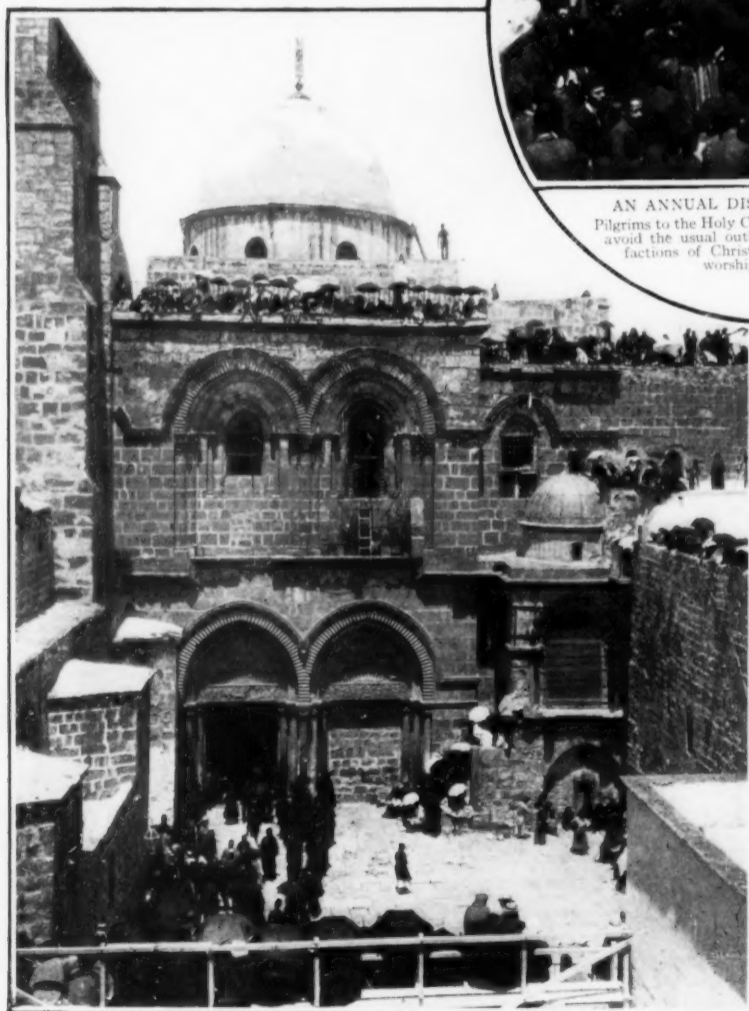


A WOMAN AT THE HOLY SEPULCHRE

The traditional site of the burial-place of Jesus of Nazareth. As a matter of fact, nobody knows where Joseph's "new tomb" was really located.

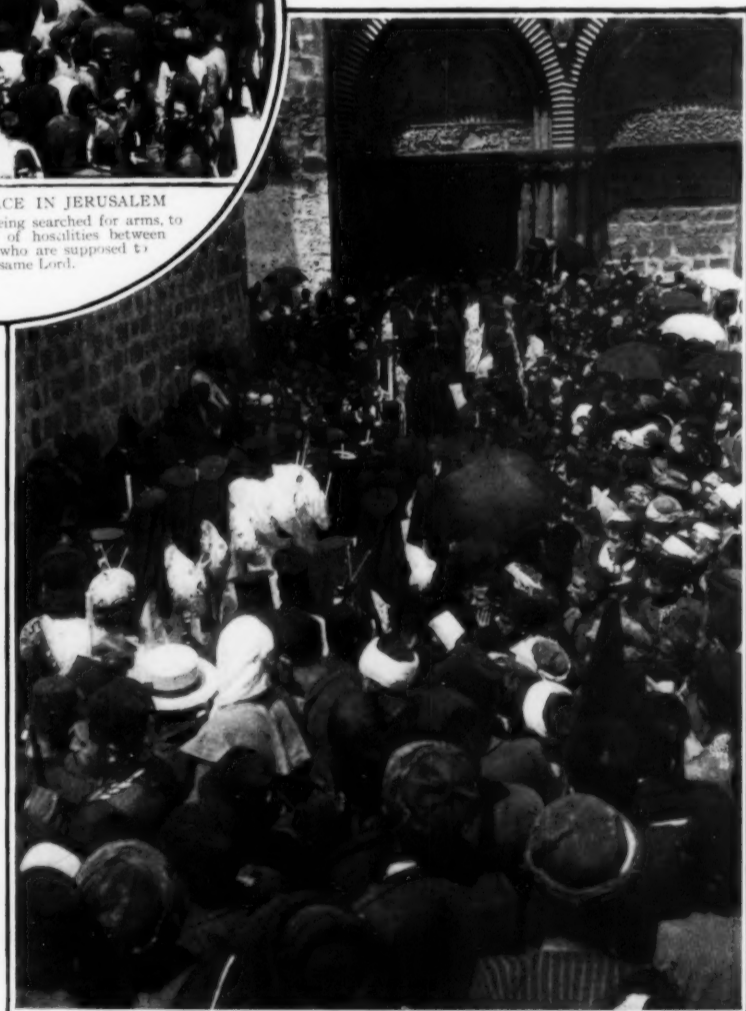


AN ANNUAL DISGRACE IN JERUSALEM
Pilgrims to the Holy City being searched for arms, to avoid the usual outbreak of hostilities between factions of Christians who are supposed to worship the same Lord.



THE CHURCH OF THE HOLY SEPULCHRE, JERUSALEM

Nearly every important spot connected with the life of Jesus is to-day pointed out to tourists, most of whom believe anything that the guides tell them. The ablest biblical scholars have positively identified very few of the places.



THE THRONG AT THE CHURCH OF THE HOLY SEPULCHRE

The procession of Greek priests passing in at the entrance, with the multitude of spectators on both sides. The turbaned heads of Moslems and of the Turkish soldiers are prominent in the crowd, the Holy Land being still under the control of the Turkish government.



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Leslie's

Illustrated Weekly Newspaper

THE OLDEST ILLUSTRATED WEEKLY NEWSPAPER IN THE UNITED STATES
ESTABLISHED DECEMBER 15, 1855

Edited by JOHN A. SLEICHER

"In God We Trust"

CXVIII

Thursday, April 9, 1914

No. 3057

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A Splendid Opportunity for a Courageous Guardian
of the Public Peace.

Drawn for Leslie's by E. W. KEMBLE.

Leslie's Illustrated Weekly Newspaper

New York, April 9, 1914

EDITORIAL

Let the Thinking People Rule!

The Demagogue and the Mob

"A MOB kills the wrong man" was flashed in a newspaper headline lately. The mob is an irresponsible, unthinking mass. It always destroys but never constructs. It criticises but never creates.

Utter a great truth and the mob will hate you. See how it condemned Dante to exile. Encounter the dangers of the unknown world for its benefit, and the mob will declare you crazy. It ridiculed Columbus, and for discovering a new world the mob gave him prison and chains.

Write a great poem to thrill human hearts with pleasure, and the mob will allow you to go hungry: The blind Homer begged bread through the streets. Invent a machine to save labor and the mob will declare you its enemy: Less than a hundred years ago a furious rabble smashed Thimonia's invention, the sewing machine.

Build a steamship to carry merchandise and accelerate travel and the mob will call you a fool: A mob lined the shores of the Hudson River to laugh at the maiden attempt of "Fulton's Folly," as they called his little steamboat.

Emerson says: "A mob is a society of bodies voluntarily bereaving themselves of reason and traversing its work. The mob is man voluntarily descended to the nature of the beast. Its fit hour of activity is night. Its actions are insane, like its whole constitution. It persecutes a principle—it would whip a right. It would tar and feather justice by inflicting fire and outrage upon the houses and persons of those who have these." Much truth in a few words.

The spirit of the mob stalks abroad in our land to-day. Every week gives a fresh victim to its malignant cry for blood. There were 48 persons killed by mobs in the United States in 1913; 64 in 1912 and 71 in 1911. Among the 48 last year was a woman and a child. Two victims were proven innocent after their death.

In 399 B. C. a demagogue appealed to the popular mob to have Socrates put to death and he was sentenced to the hemlock cup. Fourteen hundred years afterward a demagogue appealed to the popular mob and all Europe plunged into the Holy Land to kill and mangle the heathen. In the seventeenth century a demagogue appealed to the ignorance of men and twenty people were executed at Salem, Mass., within six months for witchcraft. Two thousand years ago the mob yelled "Release unto us Barabbas," and Barabbas was a murderer!

The demagogue is the leader and instigator of the mob. He appeals to the passions and ignorance of men. His stay will not be long, for he fills the land with discord, but he never fills a pay envelope.

Why Not Wait?

PRESIDENT WILSON'S blunt reversal of judgment regarding the Panama toll exemption was not a trifling matter. It involved the repudiation of one of the most important planks of his national platform. It involved a repudiation of his own public defense of that particular plank when he defended it on the ground that it would break up "a railroad monopoly." It was done under fear of serious difficulties with leading foreign nations, whose friendship we need now more than ever.

Our complications with Mexico have made it necessary to have the support of the foreign powers. We have requested them to acquiesce in our policy of "waiting and watching." If this were done, we pledged ourselves to protect the lives and property of foreign residents in Mexico. When we offered this pledge Great Britain charged us with a violation of the Hays-Pauncefote Treaty, in the matter of the exemption of our coastwise vessels from the payment of tolls at the Panama Canal. Confronted by this challenge, nothing was left for President Wilson to do but to reverse himself and his party. It was not so much a question of courage as of expediency.

The President is capable of yielding to the compulsion of circumstances. Every man in public life must be. Mr. Wilson found this out when he accepted a complete recasting of his banking reform bill because it proved to be crude and unworkable. Although the advice of the bankers was not sought in drafting the measure, it was finally accepted and

The Wildest Dream

By SENATOR GEORGE SUTHERLAND, of Utah

TO insist that the people en masse can by direct action successfully make laws, execute laws, and interpret laws, is to leave the solid ground of practical common sense for the unsubstantial realms of fancy; and, in this country of extensive area, great population, vast undertakings, and complex problems, is as wild a dream as anyone can indulge, unless it be to imagine that an individual can breathe or think or see without organs appropriate for those functions. This the framers of the Constitution perfectly understood, and instead of providing for an unlimited democracy they gave us a representative Republic, in which they established the legislative, executive, and judicial departments as the responsible organs for making, executing and interpreting law, and it is this organic structure that marks the difference between government and anarchy.

a law, satisfactory in the main, resulted. We trust it is not too much to hope that President Wilson will pay heed to the business interests—great and small—that are now protesting against the unwisdom and unseasonableness of the so called Anti-Trust bills.

What a relief it would be to the entire country if he would advise Congress that, in view of the passage of the Tariff Revision and Banking Reform bills, it would be wise to pass only the Appropriation bills and adjourn. This would give business a chance to adjust itself to the new conditions, and also for the people to express at the polls, at the approaching election, their judgment on the promises and performances of the administration.

Our Defective Patent System

WHILE trying to regulate big business everywhere else, the authorities at Washington notoriously fail to regulate big business at home. One of the largest businesses of the government is embraced in the operations of the Patent Office. Yet, in every notable patent litigation, the glaring shortcomings of the Patent Department are disclosed. Inventors, patent attorneys, and students of public questions have repeatedly pointed out the maze of difficulties surrounding our patent office system—the tedious delays, the conflicting opinions and the interference with the rights of the manufacturer as well as the inventor. Congress has been petitioned again and again to correct these faults, but they continue. The most helpful feature has been found in the regulating decisions of the courts, but the great need of the time is reformatory legislation by Congress.

A recent decision in a notable case will serve as an illustration. Whatever may be the justice or the injustice of the litigation between the Goodwin Film Company and the Eastman Kodak Company, it is certain that the operation of the Patent Office and the application of the patent laws should be such as to make such long-drawn-out litigation impossible. Public interest was particularly awakened in this case because the press enlarged on the fact that a poor clergyman, named Goodwin, was the beneficiary of litigation with a great corporation. In the present state of the public mind, the fact that a corporation was the loser was made the most of.

In all fairness, it might well have been stated that, barring the question as to which side is technically right, the facts are that as long ago as 1887 the clergyman's application for a patent was refused, on the ground of no invention. And when, two years later, the Eastman Company was granted a patent and began making films, it was not a great, wealthy, soulless corporation, but a very small concern. Nine years afterward Goodwin's patent was granted, and this is the one which the courts now say was infringed.

Under the decision of the court the clergyman is entitled to everything that he can properly recover from a company that has grown to a magnitude it never dreamed of. But it should not be forgotten, in fairness to both sides, that at the outset there were two poor, struggling inventors,—one a clergyman, and one a man whose guiding, constructive hand finally developed one of our most profitable industries. One of those struggling inventors made good by making the goods and thus added largely to the advancement of science and to the enjoyment of the world. The other has now received the recognition of the courts and will obtain a substantial reward.

If the industrial progress of the country is to be continued the methods of the Patent Office and the patent laws themselves must be radically reformed. What possible encouragement to a manufacturing investment is there

under conditions such as now exist? Both from the standpoint of the inventor and the manufacturer, the decisions of the Patent Department should be prompt, final and conclusive.

The Plain Truth

WELCOME! One by one, our muck-raking contemporaries are realizing that they have been killing the goose that laid the golden eggs. It is a pleasure to read in *Everybody's* that our captains of industry at last are "making a serious effort to reform" and that "big business is doing its utmost in the vast majority of instances to subscribe to the spirit of accommodation." Carry the news to Tom Lawson!

FIXED! The labor unions fix the price of labor, heads of schools and universities fix an undeviating price for tuition, newspapers and magazines quote a fixed price for their publications, the United States Government fixes the price of its postage stamps and makes it a crime for any one to sell them at a discount, but the manufacturer who fixes the price of an article, making it the same to everybody so that the smallest child can be sent to the store to buy it with knowledge of its cost, is not permitted to do this. Is this fair? Is it just? Is it for the best interests of the people that cut prices should prevail? We ask the question of those leading newspapers in our great cities which are so earnestly supporting the opposing contention of the department stores. Price-cutting and the bargain counter both should go. The former is a detriment to the purchasing public; the latter an ingenious contrivance to delude customers.

GRIN! "If you want to get in strong with the Los Angeles people, all you have to do is to tell them what a disappointment San Francisco was to you. San Francisco is proud of its climate, while Los Angeles won't even admit that San Francisco has any climate." In this bantering, good-natured way Homer Croy writes the first of his great series of humorous articles around the world—which will appear in our next issue and be different from any that have ever been written. No matter how well you may know the world, it will seem altogether a different sort of world when you hear Croy describe it. He is slowly jogging westward toward the Orient, looking at everything with a grin and a Missouri sense of humor. The Los Angeles article will soon be followed by another and then by more; we have not the least idea what he is going to write about next, but there is no need for worry; anything that he writes about anything or anywhere will reach your funny-bone.

PANAMA! Speaker Champ Clark is a man of his word. He has strongly opposed the so-called gag laws of Congress under Republican administrations and he will not stultify himself now to favor a gag rule even to please President Wilson. The Speaker is in favor of a free and fair debate on the question of the Panama Canal tolls and President Wilson himself is on record in opposition to any restriction in the discussion of public questions. His declaration that the Nation's honor requires the repeal of the clause in the Panama Canal Act exempting American coastwise vessels from the payment of tolls has met general approval. He will have the support of some of the strongest members on the Republican side of the Senate. It is unfortunate that the case cannot rest on the admirable message the President addressed to Congress and that Representative Henry and others should resort to demagogic rantings against the so-called "Railroad Trust" and that other members should intrude the question of the Irish vote. All these are extraneous considerations. The President has pointed out the real question at issue, as Senator Root pointed it out more than a year ago, and that is, shall the solemn obligations of a treaty with Great Britain be kept in good faith?

UNFAIR! Sensational newspapers are caricaturing President Wilson and some Congressmen are denouncing him as the lickspittle of John Bull because of the former's attitude on the Panama canal tolls question. This is grossly unjust and should be rebuffed by every high-minded citizen. No President, from the time of Washington down, has escaped scurrilous abuse. Mr. McKelway, the veteran editor of the Brooklyn *Eagle*, in eulogizing ex-President Cleveland, recently referred to the misrepresentation to which the latter had been subjected for his failure to attend the funeral of Vice-President Hendricks. Contumely was heaped upon the President at that time and it was charged that he was jealous of the popularity of his Vice-President. Not until a long period had elapsed was it disclosed that Mr. Cleveland had abstained from attending the funeral on the request of the Senate of the United States, conveyed to him by Senator Edmunds, because of the fear that some mishap might happen to Mr. Cleveland, en route to Indianapolis, in which event, as there was then no orderly Presidential succession law, a Republican would have succeeded to the Presidency, when the people had voted it to a Democrat. Mr. McKelway well says: "The strength of reserve which Mr. Cleveland's long silence showed was as fine as it was strong."

What Watchful Waiting Has Cost.

By OSWALD F. SCHUETTE

LESLIE'S WEEKLY BUREAU, Wyatt Building, Washington, D. C.



DEATH TO RAILROAD WRECKERS

Two of a band of 22 bandits who had been found guilty of burning railroad bridges in Mexico and were executed by General Villa. The man on the ground was shot five minutes before the other, who was given time to realize the fate awaiting him.



FACING THE FIRING SQUAD

The man in the center stands unbound, looking fearfully with unblinded eyes into the muzzles of the guns which will end his life. This is no unusual occurrence; the Mexican has much more nerve than he has been given credit for on this side of the border.

If any one thinks that thirteen months of President Wilson's policy of "watchful waiting" in the Mexican situation has been entirely without expense to the United States, let him pry into the accounts of the War and Navy Departments. At present the cost of maintaining our fleets in the Mexican ports and our troops on the frontier and of the internment of Mexican refugees averages more than \$10,000 a day.

Of these outlays, the biggest is that for the Army. During the last thirteen months, the transportation of troops to the border camps has totaled approximately \$650,000. The maintenance of four transports in connection with these expeditions has cost \$600,000. The preparation of the camps totaled \$125,000. This has been in addition to the pay and subsistence of the troops themselves. The number of the soldiers engaged in the actual work of patrolling the frontier lines has been gradually increasing until at present it totals 6,800. The expense of their maintenance on the border is figured by War Department statisticians at approximately \$4,000,000. The 11,000 troops of the Second Division encamped at Texas City, ready for instant call, have cost \$7,148,000, a neat total for the War Department of more than \$12,500,000. In addition to this, our "hospitality" to the refugees who are held in the stockades at El Paso, and for whose "entertainment" the State Department is trying to compel the Huerta government to pay, has cost \$225,000 and is still costing us \$2,500 every day. Then there has been an expense of \$300,000 to bring American citizens out of Mexico. Expenses for telegrams and other incidentals have totaled \$25,000, while the extraordinary expenses of the diplo-

matic and consular service caused by the present conditions have eaten up \$50,000.

The expense of the Navy has been another big item. On the east coast, with headquarters at Vera Cruz, we have maintained a fleet of battleships ranging from three to seven in number, with anywhere from three to six gunboats and cruisers as auxiliaries. The maintenance of a battleship, for supplies and fuel, is estimated at \$1,000 a day, with an additional \$1,000 a day for the pay of the officers and men. The cost of the cruisers and minor ships is correspondingly less. But thirteen months of the fleet on the east coast of Mexico has cost Uncle Sam about \$4,750,000. On the west coast we have had an armed cruiser and three minor ships at an expense for the months of "watchful waiting" of about \$1,000,000.

But the biggest dollar sign that figures in the present status is the ever-increasing pile of claims for damages that are being filed at the State Department by Americans whose property is being despoiled in Mexico. Unofficial estimates declare that these have reached the \$300,000,000 mark, but the Department is making public no details.

If the cost of "watchful waiting" runs into figures like

these, we can imagine the cost of armed intervention, followed by long years of occupation.

Operations of the new Democratic tariff law continue to sap the Treasury resources of the government, and the Administration officials at Washington are already worrying over the perils of an actual deficit. For February alone the customs receipts fell off more than \$10,000,000 from the figures for 1913. There has been a steady increase in the size of the monthly loss and the preliminary estimates for March indicated that it might be even larger. When the February figures came out, the Treasury officials declared that the sugar importations held back to await the March 1 productions accounted for the loss. But the receipts for the first weeks of March did not bear this out.

The Treasury receipts for February were \$43,633,857 as against \$54,803,419 for February, 1913. The disbursements of the government for February exceeded the actual receipts by about \$9,000,000. In February, 1913—the last full month of the Taft administration—there was a surplus of more than \$1,200,000. Of course, the Administration officials expect to make up the deficit by the receipts from the income tax now due. They are counting upon \$50,000,000 a year, although the fragmentary figures now available indicate that this may be too high an estimate.

But such a trifling fact as a depletion in the income does not seem to worry the statesmen at the Capitol who are busily providing for the outgo. It is expected now that the Democratic appropriation bills of the present Congress will break all records. The appropriation for the Post Office Department alone is the biggest "money bill" ever passed by Congress. Its total was \$311,752,167. A year ago the last Post Office bill of the Taft administration totaled \$285,376,271.

In an endeavor to save something that might be spent elsewhere, \$10,000,000 was chopped from the army bill, despite Secretary Garrison's plea that he had cut his estimates to the lowest point consistent with national safety—especially in the face of the Mexican and Japanese crises. But it is easier for a congressman to explain to his constituents why the army must be reduced than to account for a failure to get a dip into the "pork barrel" for his district. For that reason the \$10,000,000 to be saved from the army expenditures was quickly swallowed up in a \$25,000,000 good roads bill. Speaker Clark repeatedly called in the chairmen of the appropriation committees in an endeavor to halt the rapidly mounting total for the first year of Democratic government, but all pleas for economy were in vain.

Who Owns Our Railroads?

By FAIRFAX HARRISON, President of the Southern Railway Company

EDITOR'S NOTE.—Widespread interest has been manifested, not only throughout the South, but in every section of the country, in the recent remarkable address by the president of the Southern Railway Company, Mr. Fairfax Harrison, on the subject, "Who Owns Our Railroads?" It will be read with profit and pleasure by all who want to understand one of the pressing questions of the day on the proper solution of which the prosperity of the country, in great measure, must depend. The article we present embraces the salient features brought out by Mr. Harrison in an address before the Chamber of Commerce at Chattanooga, Tennessee. It is the eleventh of a series of articles of special interest to business men and women. The next article in this business series will be "The Greatest Trust in the World," by H. E. Babcock.

It is a matter of sincere regret to every railroad manager that railroad securities are not more generally held, directly and immediately, in the communities which the railroads serve. The lack of such holding deprives him of a powerful and sympathetic ally in the relation of public opinion to his problems. The time was when the railroad stocks were owned immediately at home, and by the people who were most influential in shaping public opinion, but today, while railroad stocks are generally held by the same kind of people—by those who, through the exercise of prudence, industry and courage have laid by a competence, and by the women and children for whom they worked—such investors now do not as a class reside in the territories in which they have made their investments.

The explanation of this phenomenon—so well known to us all, but still a phenomenon—is part of the financial history of the United States, but the fact has given rise to a feeling among many of those who use the railroads daily and come into immediate contact with their managements, that the railroads belong to some mysterious, remote and foreign power, to irresponsible potentates, who

bear, in popular imagination, the generic name of "Wall Street."

We read in magazines and newspapers of the romantic lives attributed to a few individuals who are supposed to "control" the destinies of whole communities by possession and exploitation of the instruments upon which such communities depend for their necessary transportation, who "fix" rates and arbitrarily determine conditions of service, and so "tax" the people they ought to serve, withdrawing money earned in the sweat of the brow from the communities where it is earned, to be dissipated at a distance in extravagant follies. Such a vision is not the result of pure imagination—it has had unfortunately its foundation of justification in a few conspicuous instances, which leap to the lips of every one who discusses our present-day industrial problems; but every intelligent man knows that it is no longer, if it ever was, the rule.

To him who insists that the railroads should be judged by their black sheep, it is fair in answer to invite attention to many exemplars of high-minded integrity in the administration of railroad property. We in the South can cite shining examples of such rectitude.

Despite the holding of railroad stocks outside of the territories the railroads serve, and despite the aberrations from integrity in the administration of some particular railroads, I believe that I am not claiming too much when I assert that such has been the development of the recognition in recent years of the public nature and responsibility of the administration of the railroads, and such have been the practical consequences of that recognition, that today in every essential a railroad belongs to the communities it serves.

In this aspect and in a very real sense the Southern Railway belongs to the people of the South. It is not only their highway to market, but its fiscal operations are part of the life of the communities along its lines.

Of the one hundred and three millions of annual revenue

collected last year by the railways included in the Southern Railway System, there was immediately paid out again along its lines at least seventy-six millions, an amount not far short of the total collections from the people of the South; for approximately twenty-two millions of the total revenues were collected from people outside of the Southeastern States—a fact not often taken into consideration, the explanation of which is that an appreciable part of the passenger traffic of the system consists of the transportation of residents of other localities traveling in the South, and, furthermore, that to a large extent freight charges on Southern products shipped to other localities are paid by the consignees.

What then becomes of these great revenues collected in the South? Are they hurried away to some cavern in Wall Street? No. The fact is that all the moneys collected in the South are deposited in Southern banks, which are drawn upon from time to time only as funds are needed for proper fiscal purposes. The funds of the system thus become an important factor in strengthening the banks of the territory, and so are at all times at the service of the Southern people.

I have said that these funds are withdrawn from Southern banks from time to time only as needed for proper fiscal purposes, but even in that operation, to a large extent, the moneys collected for transportation service on our lines are not withdrawn at all from the Southern communities in which they are collected. This can be demonstrated by an analysis of Southern Railway expenditures for the last fiscal year. Such analysis shows that, of every dollar disbursed, 41.71 cents went to the payment of wages, substantially all of which are paid along the line of the road, and so remain in Southern banks, a disbursement which, for the Southern Railway proper, averages about two million dollars a month. The purchase of materials and supplies used 23.30 cents, and, under our policy of

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Huerta's Message to the World

By F. J. SPLITSTONE, Special Representative of LESLIE'S

EDITOR'S NOTE.—This is the third of a notable series of Mexican articles by the managing editor of LESLIE'S, who was sent into the field to observe conditions and make a report which will tell the readers the whole truth about Mexico, as he sees it. These articles are being written from Mexico City, where he is in close touch with President Huerta and other leading Mexicans. The next article will also deal with business conditions in Mexico.

PRESIDENT HUERTA has been insistent that newspaper correspondents here be given every facility for getting information about Mexico, and has repeatedly insisted that all he wants is justice for his country and his administration. He has gone on record in a public statement that he does not desire favors from any one. His words, as taken down when he made his famous address to the visiting correspondents, were as follows:

Your visit has, as you know, as its object that you see with your own eyes the conditions of civilization, the conditions of morality, the conditions of respectability, and even of politics, which you find in this republic, and that you make all this known. We do not desire that you favor us in any way. We want the entire world, society and the press which you represent in your respective countries, to know things as they are, to know what Mexico is, and to be on their guard against virulent reports which are published by all the press of the world, with a few most honorable exceptions.

President Huerta's address to the visiting newspaper men is looked upon here just about as a special message to Congress on some delicate and important question would be in the United States. The newspapers were warned not to print anything about it until the official report was made up. Then they gave it much space. Everywhere people discussed what the President said, for in fact it is his message to the world.

From the paragraphs printed above, it seems that the Mexican government is sensitive to criticism, especially if it is considered unjust criticism. And it is the general feeling here, both in official and private circles, that the newspapers of the United States have favored the revolutionist movement. For this reason, newspapers from the States are practically barred out of the mails. Only a few get past the censor, and those that do are for the most part issues that have little to say about Mexican affairs.

When President Huerta asks that the correspondents tell the truth, the whole truth and nothing but the truth about Mexico, he asks the impossible. This is a land of contradictions. Further, it is a land where no two people ever agree on any one topic. The diversity of opinion is marvelous. About the only thing which even the ruling class here in Mexico City is agreed upon is that Huerta is the strongest man in the country, and the only hope of domestic peace and good order. As to how he can restore order, or what his policies might be after order was restored, no two people with whom I have talked have been in agreement. But because he is a strong man, a man with an indomitable will, they hang upon his words and his moods. That is why the long-expected interview with the correspondents made such a deep impression. His attitude toward foreigners was outlined as follows:

We are men of good intent. We are men who, each in his sphere, from the gendarme, from the least citizen up to the first personage of the country, give guarantees to every one. Here in this country all the sons of the republic extend open arms to the Chinaman, to the Japanese, to the American, to the Frenchman, to the Portuguese, to all men of good will who live and abound over the surface of the earth.

This indicates pretty plainly that if the General has his way he will encourage immigration and the further development of the country, not only by foreign capital but by foreign labor as well.



THE PRESIDENT OF MEXICO TALKS FACE TO FACE WITH FOREIGN CORRESPONDENTS. President Huerta, standing in the centre of a group of American and European correspondents who are now studying the Mexican situation at first hand. On the extreme right of the picture is Mr. F. J. Splitstone, managing editor of LESLIE'S.

But before development can be started at all, the conditions of anarchy prevailing throughout the country must be changed. President Huerta spoke very forcibly of the plans he has made to do this, and there are not a few hereabouts who believe that in a short time General Huerta will turn the Presidency into other hands and go to the North to take personal charge of the campaign against the Constitutionalists. If he does this, and wins some decided victories, he would undoubtedly be chosen President at the next election, which will be held in July. At any rate he has been doing some good work with the army, in raising and equipping men and whipping them into some sort

In justice to the Federal government it may be said that where the Federal power is supreme the claims of General Huerta that the country is safe and peaceful, are correct. But there are vast areas in the central and southern parts

of the country where bandits operate with success, and where there is no safety for property or person. Even if the revolution in the North should be crushed, there would remain a big job still to be done in pacifying the regions where bandits now hold sway.

Later in his address President Huerta said:

The revolution is composed of from forty to fifty bands of bandits who devastate in violation of the law. On this account the government makes no terms with such bandits. Authority, or what is the same thing, the law, never makes terms with bandits. It does nothing more than this, to punish them.



PROTECTION FOR MEXICAN COMMERCE

Gen. Carlos Rincon Gallardo, chief of the Rurales, who has devised the plan for building 4,000 blockhouses, each to be garrisoned by ten men, scattered along the lines of the principal railways of the country.

Then the President went on to declare that in spite of its seeming desperate need of funds Mexico has ample resources, and that a vigorous campaign will be waged against its enemies. He realizes the importance of keeping open railroad communications, and told of the proposed block-house system of protection as follows:

The Republic has from 25,000 to 30,000 kilometers of railroad. The experience of these three years of warfare has taught us a lesson and this government is determined to spend \$5,000,000, the fund being already established, to fence in with wire 8,000 kilometers of railway track, to construct 3,000 to 4,000 block houses at such intervals as will allow the infantry detachments occupying them to dominate the entire line.

At the present we have this situation. A line may be in perfect condition when a bandit appears and with a dynamite bomb blows up the track, or with a bottle of petroleum sets fire to a bridge. To prevent this the government has resolved on the building of these block-houses in order to guarantee completely the safety of communication from San Luis Potosi to Ciudad Porfirio Diaz, from San Luis Potosi to Nuevo Laredo, from Monterey to Tampico, from Guadalajara to Manzanillo, from Mexico City to Vera Cruz over the Mexican Railroad and the Inter-oceanic Railroad, and the Tehuantepec line, a total of 7,000 kilometers to be so guarded. Each block-house will be defended by ten men. Mexico will do all this in seven or eight months. It will use all the prisoners in the jails, who, instead of living at the expense of the government will go to work on these constructions. This will give them the benefit of the open air, and they will be afterwards given a chance to earn wages; for when the work of these men is concluded the government plans to give them, as a reward, a place in the files of the army. We are so situated as to be able to use the services of all men, whether good, fairly good or bad. As to the rebels whom you see on the frontier, those assassins, some of them we shall hang, and the others redeem through duly remunerated labor.

I have seen a model of the block-houses and have also seen the material for a number of them in course of shipment from the engineering barracks here in Mexico. The block-houses are constructed of one inch lumber, with double walls about three feet apart, and the space between the walls is filled with earth. This earth comes from a trench around the block-house, which is about eight feet deep and is studded at the bottom with sharpened stakes. The trench is further surrounded by a barricade of barbed wire, making it impossible for cavalry to approach it. The outside walls are painted in a pattern of black and white crosses, so at a little distance the loop-holes are not distinguishable. The block-house idea was presented to President Huerta by General Carlos Rincon Gallardo, chief of the rurales. The block-houses can be set up in about two hours, and cost about 400 pesos (\$200) each. They are completely equipped for occupancy, even to standard water tanks, and can stand a considerable siege. They are said to be impervious to any kind of fire except artillery.

With protection to the railroads, the industries of this

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PRESIDENT HUERTA A MAN OF THE PEOPLE

An unusual picture of the President, taken before General Felix Diaz (on his left) fled from the country. It shows how the President mingles with the people in the fiestas and public streets, regardless of many threats made against his life.

discipline. This is what he said of the problem before him:

The present government is only a consequence of the revolution of 1910, and the rebels against it—who are not, strictly speaking, rebels at all, because a rebel is so called when he according to law opposes the misuse of the constituted authorities,—these rebels I say are those who are fighting in those zones of this map, which I have marked off for you, and they constitute, supposing that all the inhabitants of these territories are rebels—which they are not—about 1,500,000 people.

But these people are not rebels, because a rebel is a man of principle, a man of ideals, a man who wishes to improve moral conditions. Men such as these are true rebels, but those whom I have indicated are not, since they assassinate pacific persons, are without respect for the family honor or the property of any one; they burn and destroy works of art without any other object than making themselves feared, and commit depredations without end, as they have just demonstrated by assassinating one of our most distinguished foreigners, a patriarch of the Northern frontier. And these men, who commit such depredations, who violate women and in a word do not respect the lives, or better said, neither the honor nor the lives nor the properties of the rest, are not rebels but bandits.

Therefore the government of the Republic is determined to combat and, in the least possible time, to exterminate their revolution, whatever may be the elements upon which it counts. The government has 205,000 men in the Federal army and 39,000 men among the troops which depend upon the state governments and the Ministry of Gobernacion. Thus, then, the government has almost 250,000 men with which to combat these bandits, who have no other aim than that of desolating and discrediting the country.

It will be seen from this that the revolution cannot prevail against the Republic. Outside of the limits of the revolution the country is in complete tranquillity. Here no one is assassinated, here every one works, here every one eats, goes out on the street in the day or night without in the least being prejudiced in his interests or his daily tasks. I hope you will take note of this.



A REBEL WHOM HUERTA WOULD LIKE TO HANG

Gen. Emiliano Zapata, who has long kept several states of Mexico in a condition of terror.

The Cruise of the "Whooping Jane"

By JAMES OLIVER CURWOOD

NO one knew when or where the *Whooping Jane* came into existence. She was a boat of many adventures. She was fitted with an ancient boiler warranted to leak, and an engine guaranteed to work at times. She was as handy to steer as a haystack in a flood, and was annually libeled and sold. She was sailed, it was true, but with ungrateful perversity she contrived to sink just frequently enough to take the profit off her season's work and bankrupt her owners. She had been "hoodooed" for several seasons, and had rotted and warped in peace because, as many Lake men firmly believed, she was haunted by the spirit of a deck-hand from Oshkosh and other shadowy beings. It was at this period that Gadsby bought her.

Gadsby had but one excuse to offer. He was in love. He paid a dollar a ton for her, or one hundred dollars for the whole ship.

There had come times during the past six months when Tom Gadsby had regretted the day he first saw the lovely face of Mary Whittemore. His mind had been filled with visions of bridge building, of projecting new lines of steel through untraveled countries, of overcoming gigantic obstacles of nature with the cunning of his own hands and brains. Step by step he had advanced in his chosen profession until he was becoming a working factor in the engineering world. That day the Big Mogul of the great company in which he had passed his apprenticeship had told him there would soon be an opening for him, either in India or Central America. And that day he met the girl.

After that had come the awakening. It was one thing to love a pretty girl, and to have her willing to go to the ends of the earth with him—but it was altogether a different thing for a hopeful but penniless young fellow to love the only daughter of a great financier. Stormy interviews with Mary's father had shattered half the romance and nearly all hope. Mary herself gave the finishing touch to Tom's despair.

"I can never marry you against his wishes, Tom, dear," she had said at their last meeting. "If mother was alive, or if—if brother Charles—hadn't followed her—it would be different, for I love you so much. But I'm all he has now, Tom, and it would break his heart. Besides, I'm sure that it will all come out right in the end—if you'll only wait for me, and in some way please papa."

That had given Tom his cue. He studied him—from afar, and through Mary. He learned the hard-headed old gentleman possessed one extraordinarily vulnerable point. Love of old things was a passion with him. So Gadsby bought the *Whooping Jane*.

The Whittemore's palatial summer home was situated three miles down the shore from the cottage of Gadsby's aunt. That evening, at nine o'clock, Mary and her father were due at the station.

It was eight o'clock when Tom reached the lonely little summer resort station, half an hour ahead of time. He had not seen Mary in two months and his heart quickened into a nervous tumult as train time drew near.

Far up the track came the faint whistle of the train; he stood back in the gloom until the train stopped, and then hurried toward the Pullman. Scarcely had the car ceased to move when somebody jumped off the rear steps and rushed past him. It was Mary's father. He was hatless and coatless. His hair was rumpled and his face was filled with a strange excitement. He rushed straight for the ticket office. Was he mad? Had something happened to Mary?

He turned again to the Pullman. The porter was helping Mary off. She carried her father's coat and hat and as he sprang forward to meet her he was startled by the look in her face. The sweet flush was gone. She was terribly white, and he knew that she had been crying.

"Mary," he cried softly. "Mary—my sweetheart!"

For a moment they were in the shadow of the Pullman. Faces were looking out of the windows. But Tom forgot them all, and kissed her.

Mary drew back with a gasp of terror.

"Dear, dear Tom," she almost sobbed, "please go—go before he sees you!"

"What is it, Mary?" he pleaded. "What has happened? Why—"

She stopped him with a quick, frightened gesture.

"Hurry—hurry and get away!" she urged. "He's coming back. I'll see you to-morrow, dear—in the afternoon—on the beach—Oh, please hurry!"

There was something in her voice that impelled him in spite of his determination to remain, and he stepped to one side as she hurried past him to meet her father.

Tom was in a hot perspiration when he reached his aunt's cottage on the lake front. His aunt had gone to bed, and for an hour he sat in silent contemplation. He was aroused from his thoughts by hearing the beating of hoofs. They were hurrying down the road that led to the cottage. He jumped to his feet and ran down to the gate. It was the Whittemore carriage—and stopped squarely in front of him.

"Are you Mr. Gadsby?" asked the driver.

"Yes," said Tom.

"Then Mr. Whittemore sends his compliments, and wants to know if you'll come right over."

The man reached down and opened the carriage door. Tom climbed in.

He was like one dazed when they halted before the Whittemore home and a second man took him in charge, and led him at a half run up the winding gravel path to the front door. The door opened before they had reached it and Mary stood under the light in the hall. There was an

excited flush in her cheeks and her lips were as red as rose petals. She gave him no time to question her.

"He's up there—in the second room," she whispered, pointing up the stairs. "Don't wait. Hurry!"

Tom bounded up the steps three at a time. At the head of the stairs the financier met him. Then, to Tom's astonishment, he gripped him by the hand and wrung it until it ached.

"Glad to see you, Gadsby," he cried. "I'm confounded glad to see you! Sorry to disturb you at this time of night, but I—I hear you've got a boat?"

Tom's heart gave a tremendous jump. Here was his chance!

"The most remarkable boat on the Great Lakes," he began eagerly. "She's—"

"Thank God!" interrupted Mary's father, beginning to pace rapidly back and forth.

"See here, Gadsby," he cried hoarsely. "I'm being robbed of a cool two million. You can save me with that boat of yours. If you do I'll give you a present of a hundred thousand cash!"

For a moment Tom stood dazed.

"I'd rather have Mary, Mr. Whittemore."

The old gentleman chuckled as he held out a box of cigars.

"I guess you can provide for Mary on a hundred thousand, Tom. Besides, I'll need a first-class engineer right away if we win."

Tom's happiness choked him. While he struggled for a word the other clenched his fists and the old fierceness leaped back into his face.

"The rascals!" he broke forth. "The robbers—thieves—knaves! Here's the situation, Gadsby. I've got an option on a section of mining land—section 12—near Ontanagon, price five hundred thousand. My option runs out to-morrow at noon. I was in to see the scoundrels a week ago and they said they would extend the option. The famous Beaver copper lode runs across that section. At a station back here the conductor brought me a telegram. The lode has been discovered, and the section is worth five times the price at which I can buy it, and the owners refuse to extend my option an hour. If I can't get across the lake by to-morrow noon it goes back to them, and I lose two million. Understand? I've got to reach Ontanagon before twelve o'clock to-morrow or the scoundrels will beat me out. My launch has got a broken shaft, and there's nothing but a gasoline dinky or two and sail-boats within twenty miles of here—except yours!"

"Ontanagon—seventy-six miles!" gasped Tom, figuring aloud the possibilities of the *Whooping Jane*. "I've got three men aboard—an old captain, a man to run the engine, and a boy to feed the furnace. Steam is up, or ought to be, and we'll be aboard by twelve. By George, we can make it—if you'll throw in Mary with the hundred thousand, and let her go with us."

Mary's father bolted for the door.

"Come on!" he cried.

He shouted his instructions to Mary as he ran down the stairs, grabbed a hat and a coat from the hall rack, and beat them out to the carriage. Twenty minutes later they stopped within fifty paces of where Tom's skiff was drawn up on the beach. Not until then did he find an opportunity of whispering to her a few words of what had happened.

"You're mine!" he finished joyfully, as they hurried down to the boat. "If the old *Whooping Jane* can't make six miles an hour I'll eat every board that's in her!"

When the three were on deck Tom turned to the crew.

"We've got to get to Ontanagon before to-morrow noon, boys," he said. "If we reach port by eleven there's a bonus of a hundred dollars each for you."

"Make it a thousand, Tom, make it a thousand!" interrupted Mary's father.

"A thousand!" cried Tom. "Do you understand, Cap'n Griggs, and you, Jinks, and you," he finished, pointing at the boy.

"Is steam up?"

"It will be in a holy minute!" shouted Jinks tearing aft, with the boy at his heels. Tom led his guests to the deck cabin which he and his aunt had spent a week in preparing. Everything was laid out with an eye to touching the old gentleman's heart, even to a box of his favorite Havanas. Mary gave a happy little cry as she looked about her and the millionaire smiled approvingly.

"I'll leave you here for a few minutes," said Tom, catching Mary's eyes as he backed through the door and closed it after him. Outside he darted quickly into a deep shadow. A few minutes later the door opened, as he supposed it would, and Mary's father came out and went to join Captain Griggs. Tom slipped back into the cabin.

"Tom, dear Tom! I—I told you it would all come out right," Mary whispered.

The floor throbbed under their feet and a sound came to them like the distant beating of a spile-driver.

"We're moving," cried Tom, hugging her closer to him.

"That's the engine we hear."

The sound of a step outside drew them apart, and Mary's father came in.

"We're making seven miles an hour, Tom. Griggs says we'll be making nine within thirty minutes. That will bring us into Ontanagon by nine in the morning. We've got 'em, Tom, as sure as fate!"

Mary came softly around the end of the cabin table and laid her pretty cheek against her father's shoulder, with her blue eyes looking up at him demurely. Tom knew that something was coming.

"The boat is a—a—brick, isn't she, papa?"

"She's worth her weight in gold, my dear!"

Mary nestled closer.

"And Tom is—a—brick, too, isn't he?" she asked sweetly, lifting herself on tiptoe to kiss the end of his nose.

The next two hours passed like a dream to Tom Gadsby. Into every known nook and corner of the hoodoo ship he guided Mary and her father, and the old gentleman rumbled with laughter, and mopped his face, and cracked his fingers as Tom told of her many adventures. When they returned to the cabin Mary's dimpled cheeks were black with soot and coal dust, but her eyes were shining with a new and wonderful happiness.

A dozen times between then and dawn the millionaire appeared on deck, and the last time he went alone down into the engine room. A few minutes later he hurried back to the wheel.

"Jinks says the boy is playing out down in the stoke-room," he said. "What will we do?"

"That's easy," replied Tom. "I'll take his place."

He went down and began shoveling coal. An hour passed and he looked through the porthole to see day breaking. Half an hour later he caught a gleam of the rising sun. It was six o'clock. By this time the Ontanagon shore could surely be seen from the deck. It was seven o'clock when a heavy step sounded close behind him and he turned to confront Mary's father. He smiled affably but the millionaire's face was white and stern, as he motioned Tom to follow him to the deck.

"What do you make of that, Mr. Gadsby?" he asked. His voice was as hard as steel, and he pointed out the horizon.

Tom looked about him and a cry of astonishment burst from his parched lips. There was no land in sight—nothing but a rocky little island, two or three, with a small gasoline launch chugging lazily toward them!

"What do you make of that, Mr. Gadsby?"

The terrible hardness in the millionaire's voice pierced him with despair.

"My God—I don't know!" Tom cried chokingly.

He ran swiftly to the wheel. Captain Griggs' face was filled with a wonder that was almost terror.

"I've kept my eye on the compass every minute of the night," he began, before Tom could speak. "We haven't swerved from our course by an eighth. As God is my witness I don't know what's happened—I don't know where we are!"

"Stop, then," said Mary's father in that same terribly hard, quiet voice. "See if you can call that launch."

Captain Griggs gave the signal. There was one man in the launch, and they waited until he ran alongside.

"We've lost our reckoning," called down Tom. "Can you tell us where we are?"

"That's Gull Island," the man said.

"Good Gawd!" gasped Griggs.

"That means—" said the millionaire.

"That we're about as far from Ontanagon as when we started," gasped Griggs. "It's fifty miles south-west of Gull Island!"

Tom turned fiercely upon the Captain.

"You confounded idiot!" he cried. "I've a notion—the millionaire stopped him.

"Never mind acting the injured hero, Mr. Gadsby," he interrupted. "I think you understand the situation—now. You've robbed me of a cool two million by your blundering."

For two or three minutes he talked in a low voice with the man in the launch. Then he entered the cabin and came out with Mary. Tom sprang toward her, but the millionaire held out a warning hand. As she was lifted over the side Mary's face was turned to him in a look of piteous entreaty. The millionaire turned back a step.

"I don't think I'll have need of an engineer now, Mr. Gadsby," he said with suggestive emphasis. "The two million—and the mine—are gone. We're going to Ontanagon in the launch and won't arrive there until hours after my option is out."

For an instant Tom's face flamed red. Then he went to the rail and called down to Mary in a calm, firm voice, ignoring the fact that the millionaire was warning him back.

"Good-bye, Mary," he said. "This has all been a big mistake and I won't be able to explain it until I see you in Ontanagon. I'm going to follow you there if I have to swim. Good-bye, dear."

Tom felt the sudden grip of the little old Captain's hand upon his arm.

"It ain't a mistake, Mr. Gadsby," he cried heatedly. "I swear that I held 'er sou'-east by compass as straight as a die all night. It's the ship, sir," he went on in a lowered voice. "It's 'er Hoodoo! She's sailed agin all the laws o' navigation, sir."

Tom said nothing, but went into the little cabin, closed the door and lighted one of the fifteen-cent cigars which he had bought for Mary's father. Before he was half done with it there came a knock at the door and Griggs thrust in his head.

"Mr. Gadsby, there's a gent 'ere wants to see you."

"A what?" cried Tom.

"A stowaway, sir. Jinks just found him coming up the engine room stairs."

He opened the door wider and a stranger came in. He was a short thick-set man with a fierce growth of beard, and he coolly shut the door in the captain's face and planted his back against it.

"Not so much a stowaway as a victim of circumstances, governor," he announced emphatically. "I wouldn't o' shown up if I hadn't seen the trouble you was in. You can't run the ship, eh?"

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People Talked About



SIX YEARS OLD BUT A HEROINE

Isabelle Witting, of Cincinnati, who rescued two baby brothers from a burning house and who has been recommended to the Carnegie Hero Fund. The house fell in ruins within a few minutes after her quick action.



A LEADER OF WASHINGTON'S MILITARY SOCIAL CIRCLE

Mrs. George Barnett, wife of the new Commandant of the United States Marine Corps. General and Mrs. Barnett were formerly stationed at Philadelphia, where they have long been popular.



A TURKISH REPRESENTATIVE IN WASHINGTON SOCIETY

Madame Hussein Bey, wife of the First Secretary of the Turkish Embassy, in the costume which she wore at the brilliant ball given recently by the Naval Attaché of the French Embassy.



A BEAUTIFUL SOUTH AMERICAN

Madame da Fonseca, the charming wife of the new Military Attaché of the Brazilian Embassy in Washington, who is expected to become one of the capital's social favorites.



RAILROAD MAN HIGHLY HONORED

William Schwab, for more than fifteen years a conductor on the Sacramento Division of the Southern Pacific, received the bronze medal awarded by the American Museum of Safety to the employee "most conspicuous in the promotion of safety by suggestion and otherwise."



AN APOSTLE OF THRIFT

Mr. Simon W. Straus, head of the house of S. W. Straus & Co. of Chicago and New York, who will hold a Thrift Congress during the Panama-Pacific Exposition.



A BOY HERO FIGHTS FIRE

Austin Thornly, of Binghamton, N. Y., aged 13, who rescued two sisters and a brother from a burning house and then returned to help put out the fire.



WRITER OF FAMOUS HYMNS

Fanny Crosby, the blind poet whose 94th birthday was recently celebrated. She is the author of "Rescue the Perishing," "Jesus, Keep Me Near the Cross," and many other much-loved hymns.

The Old Fan Says:

By ED A. GOEWEY. Illustrated by "ZIM"

ERSTWHILE noted baseball players have been the recipients of so many official honors during the last few months that today it has become a habit with the fans, whenever a man is nominated for or elected to some post of responsibility, to look up his record to see when and where he did his share to promote the national pastime. Recently John L. De Saulles was nominated by President Wilson to be Minister to Uruguay, and Frederick H. Brown was elected Mayor of Somersworth, N. H., on the Democratic ticket; defeating a candidate supported by all the opposing political parties.



Before the Judge

In these men the loyal rooters at once recognized two old favorites, who, not so long ago, made splendid records while "wearing the spangles" and gamboling about the green diamonds. De Saulles was one of the most famous quarterbacks that ever represented Yale on the gridiron, and he was but little less celebrated as a college ball player. He received more than one tempting offer to join the professional ranks, but after his graduation left for Chili, where he married and engaged in business for some time. Brown was a member of the famous old Boston National League team, and after putting aside his bat and glove for all time, entered the political arena. He has held the office of City Solicitor and was a Wilson Presidential Elector. The names of De Saulles and Brown are but two more to add to the long list of those who have gone from baseball to public life, and filled even such high posts as Governor and United States Senator with distinction and honor. The great sport compels a man to think and act quickly, and to be able to meet emergencies with decision and determination. And as the ranks of professional baseball today are being recruited from the highest class of men in the game's history, (Christy Mathewson, a college graduate, being a noted example), there is no doubt that the near future will see even more diamond heroes intrusted with important posts than in the past.

Jay Gould a World Champion

Jay Gould, long the amateur court tennis champion, recently became the undisputed champion of the world by defeating George Covey, the professional champion, at the Racquet Club, Philadelphia. The conditions for the match called for the victory to go to the player first to win seven games. During the first day of play Gould won four sets and he won three out of four and the championship the second day. The champion's record as a court tennis player is remarkable and one likely never to be approached. He has been competing in championship matches since 1906, and has suffered defeat only once. This was eight years ago, when he was but seventeen years old, and was bested by E. H. Miles for the British championship. Since that time, however, he has scored four victories over Miles, having beaten him for the British title in 1907 and three times in 1908. By winning the match Gould received plate, valued at \$1,250. He will give Covey an opportunity for revenge next spring, when he will go to England for a return match.

A Blow at Baseball

Some time ago when representatives of the baseball players' organization succeeded in making the owners of the major league teams agree to accept several "rules of conduct" they had prepared, I said that ere long it would be felt, in certain quarters, that these specimens of baseball legislation would not prove helpful to the game itself, and, indirectly, might work against the future good of the very players they were supposed to protect. And what I prophesied is now coming to pass. Several who are interested in maintaining the national pastime as a high grade sport and do not want to see it reduced to a trade, are finding fault with the new law forbidding any team to give a bonus to one or more players over and above the salaries contracted for. If a player is given such a bonus, the club owner is to be fined \$500 and the former is to be automatically released and becomes a free agent, able to sell his services where he pleases, regardless of his existing contract. This is a good rule, but only for the player. If he disobeys it, he is rewarded by being freed from his written obligation, while the club owner is severely punished. The magnates must have been in a trance when they agreed to that absurd condition.

But let us look at the matter from another angle. In every great business establishment in the country men are paid bonuses for extra effort or unusual success. Why, then, is baseball made the exception? Is it part of a plan to throttle displays of unusual brilliancy and record-breaking performances? Is it an effort to reduce the greatest sport in the world to a trade, in which each player need but "do his bit" like an automaton? A bonus insures unusual effort on the part of men capable of doing things out of the ordinary. Are the great body of players trying to clip the wings of the stars, that the weaknesses of the "every day" men may be less

conspicuous by comparison? In the future let the club owners display more backbone and refuse to be led or bluffed into blind alleys, for if they permit baseball to reach the stage where players are discouraged from making exceptional showings, they might as well turn the ball parks into building lots. Trades are necessary, but they are not sport; and the fans will not pay from seventy-five cents to two dollars to witness machine-like games. As far as I am concerned, I believe this rule is the greatest blow ever struck at baseball, and, like the stab of Brutus, it came from a supposed friend.

Plenty of Horses This Year

Luckily for the turf followers there will be plenty of good race horses for the Eastern tracks this season. Last year these courses suffered because of the lack of the right kind of material, and this was particularly noticeable in the older divisions—four-year-olds and upwards. But this season, judging by the strings of horses now in possession of the big stables, there will be no dearth of runners of all ages. The fields of horses also will be large in races reserved for two-year-olds, three-year-olds and four-year-olds. In other years Harry Payne Whitney and August Belmont had small strings of horses because they shipped most of their racers abroad, particularly in 1909 and 1910 when local racing was at its lowest ebb. But the racing revival last year caused Messrs. Belmont and Whitney to curtail their shipments to France and England, and as a result these two famous rivals for turf honors will race a large number of horses here this season.



FREDERICK H. BROWN
Former baseball player now a mayor.

for the summer campaign by S. C. Hildreth, the noted trainer, who returned from France especially to take this engagement. Besides this string Mr. Belmont has a number of young horses at his Southern winter quarters, and these colts and fillies will be given their opportunity to show during the latter part of the 1914 season.

Funds for the Olympic Games

After once turning down the measure, the German Imperial Parliament has finally adopted an appropriation of \$50,000 for the Olympic games to be held in Berlin in 1916. With this amount the German Olympic committee believes it will make the coming games the most successful held in modern times. A great deal of the money will be expended for the erection of a stadium, and the laying out of the necessary tracks and fields; but a considerable sum will be used to gather and develop enough German athletes to place the land of Kaiser Wilhelm on the athletic map. Dr. Kranzelein, the former champion hurdler of the University of Pennsylvania, who now is head coach of the German team, will be supplied with funds to engage scouts and trainers to assist him in procuring and developing men who are likely to score points for their country. To date the English public has refused to respond with anything like enthusiasm to the appeal for funds to defray the expenses of the team to represent Great Britain. In this country the A. A. U. is leading the effort being made to raise funds for the United States team, and a mail vote appropriating several thousand dollars to send our athletes abroad is now being taken. It is estimated that more than \$150,000 will be necessary to transport and quarter our team of one hundred or more

athletes, and the American Olympic Committee desires this sum on hand some months in advance of the date of the games, in order that every arrangement may be made for the contestants and the trainers. Americans always have been most generous in supporting an enterprise of this character, and there is little doubt that the desired amount will be raised here in plenty of time.

To Shorten the Poughkeepsie Course

The question of shortening the Poughkeepsie course again is causing discussion in rowing circles. At present it would appear that Penn, in particular, is against making a change. When questioned regarding the attack made upon his position with reference to changing the length of the course, Charles E. Courtney denied that he ever had advocated a two-mile course, but said that for twenty years he had upheld a three instead of a four-mile course, because it would not be so great a strain on the oarsmen and also because the training for the longer distance requires too much time. The comment from Penn that Cornell has been arguing for a two-mile course because she was afraid to row a four-mile race owing to her having been beaten by Syracuse last year was pronounced ridiculous, and Ithaca oarsmen pointed to Cornell's record at Poughkeepsie, where she has won two-thirds of the victories in the 'varsity' races. Those who profess to be on the inside say that the course is sure to be shortened to three miles, and that the change will meet with pretty general satisfaction.



JAY GOULD
Wealthy world's racquet champion.



JOHN L. DE SAULLES
Famous athlete who became a diplomat.

The Michigan-Penn Contest

The recent talk that the football heads at Pennsylvania would be anything but tickled over the fact that Michigan had agreed to play Harvard on October 31, was all twaddle. The football agreement between Penn and the Wolverines has two more years to run and Michigan is sure to prove one of the big attractions on Franklin field next fall. One year later, it is understood, Pennsylvania will play at Ann Arbor. T. Truxton Hare, Chairman of the Football Committee of the University of Pennsylvania, said recently: "We feel that the Michigan-Harvard game will, in more ways than one, help the Michigan-Penn contest, as both games will be played in the East. We will play Michigan for two more years at least, for our agreement is good for that length of time, and I hope that a new agreement will extend over a much longer period."

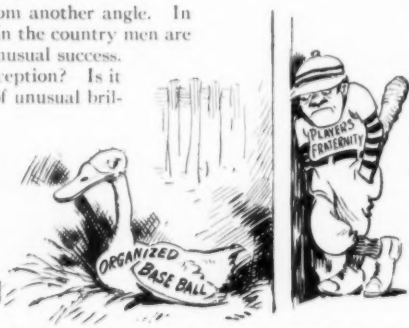
President Tener Takes a Tip

Already, President Tener, of the Nationals, appears to have taken a leaf from the book of the American's executive and the fans are showing a respect for his judgment and rulings that they did not feel for the efforts of some of his predecessors. In the first place the players are going to receive a fairer deal at the hands of Governor Tener than they have had for a long time. The new National's head has been a ball player, and he is not in favor of sentencing men without a hearing every time a disgruntled umpire makes a complaint. The greatest weakness in the parent league for a long time has been that the ruling powers appeared to feel that there could be no order on the ball field unless the indicator holders were backed to the limit, and I have repeatedly called attention to the fact that the umpires in the National abused their powers. And this, in spite of the fact that some of them were about as poor as they could be as field generals and hold their jobs, even for a time. Here is a story that is true and explains to what lengths umpires have gone, knowing that they would be sustained. One day Frank Chance hit a ball safely over the fence and made the circuit of the bases, congratulating himself that he had added another homer to his string. As he rounded into the stretch and headed for the plate the umpire yelled, "Foul ball." "Why, what do you mean?" gasped Chance. "That ball was safe by six feet. You're mistaken." "No, you're the one who's mistaken. It only went safe by three feet," was the sarcastic rejoinder, but the "foul" went just the same.

Under the presidency of the new executive it is believed that the umpires will have it brought to their notice that they are not little uncrowned kings, but merely paid employees of the National League, and that they will be held accountable for their actions the same as the players. In the future President Tener is going to have all cases of alleged infractions of the rules investigated before passing judgment, for he figures punishment can be inflicted three or four days after the violation just as well as the next day. Cute umpires who have been exchanging quips with players and then fining the latter for getting the better of verbal passages at arms, will curb their sarcasm or take their medicine when out-joked by a ball tosser.



Some question.



Continued interference may cause her to stop laying the golden eggs.

In the Spotlight

By KATHLEEN HILLS



A NEW MUSICAL COMEDY FAVORITE
George MacFarlane and Margaret Romaine in "The Midnight Girl" (44th Street Theatre) which was originally produced in German. Miss Romaine's singing has attracted wide attention and her success is unquestioned.



A CLEVER IMPERSONATOR
Julian Eltinge as "The Crinoline Girl," the comedy of that name at the Knickerbocker Theatre, in which Mr. Eltinge has made his best female impersonations.



SATISFYING THE DANCING CRAZE
Carlos Sebastian and Dorothy Bentley, appearing in the new dances at the Jardin de Danse, New York Roof. The craze for dancing is still unappeased and Mr. Sebastian and Miss Bentley are being warmly received.

The Demand for Wholesome Drama

IT has been said that the public demand accounts for the appearance of the season's objectionable plays. If the success or failure of a play shows which way the wind is blowing, then it looks as if theatre-goers were really anxious to have clean, wholesome plays. "Peg o' My Heart," that appealing little Irish comedy, has recently celebrated its 500th performance at the Cort Theatre. It opened almost two years ago. At every performance the house has been crowded. Still there are many who seem hungry for a view of it, though four road companies have played it in almost every leading city of the country. Recently it was reported that the returns from all the companies for one week totalled \$54,000. Does not this speak well for the influence of a worthy production?

A good detective play nearly always makes a strong appeal. Great success has marked "Within the Law," which has played at the Eltinge Theatre, New York, for nearly two full seasons. It has now been transferred to another house, but is still popular. "The Argyle Case," a powerful murder mystery, opened in New York on December 24, 1912, and after a continuous run of several months went on the road. It is now playing in Chicago, and the outlook for its continued success is excellent. "At Bay" another stirring melodramatic production, met with instant approval and ran a good part of this season in New York at the 39th Street Theatre.

I have been told by theatrical managers that it is seldom that a foreign actor or actress can come to this country and win success before the second season. Such has not been the case with Mr. Cyril Maude, the London actor-manager who has been appearing at Wallack's. He came to New York with the intention of playing repertoire and opened in "The Second in Command," without great success. He followed in "Beauty and the Barge," and then appeared in "Grumpy." His wonderful characterization of a crabbed, decrepit old man made a powerful impression on New York amusement seekers and has filled the theatre at every performance. Again the detection and punishment of a criminal was the theme. The fact that an old man was the sleuth who successfully trailed the criminal made this play unique. The success of all these productions shows that approval is freely given to clean dramas.

A nation-wide movement is on foot to compel managers to produce only the best shows. It embraces the clergy, and takes in men and women in all ranks, and even actors and actresses themselves. Miss Blanche Bates, at the recent graduation exercises of the American Academy of Dramatic Art, gave voice to her sentiment along these lines: "We owe the theatre something, and that is to carry on the ideals of the theatre, to



MISS LEILA HUGHES
In "Maids of Athens" at the New Amsterdam Theatre, she pleasingly plays the American tourist Mary Louise.



A WORKER FOR CLEAN DRAMA
Mrs. A. Starr Best, president and founder of the Drama League of America, who heads an organization of 90,000 men and women in a movement to have presented only good and worthy plays.



MISS JULIETTE DAY
The leading woman in "Marrying Money," a comedy by the son of a South American diplomat at Washington, playing at the Princess Theatre.

make it decent, better, finer, bigger, and we can all do it. It is in us to do it. Managers have to have their bread and, unfortunately, they have been opening their theatres for social sores—and we don't want them. Stand for decency, truth, fineness and beauty." Good for Blanche!

ing this movement nation-wide.

3. To co-ordinate the work of all associations and individuals interested in educating the public to appreciate and demand the best drama.

The purpose of one of the most important committees of the organization, the Play-going Committee, is to assist the public in choosing its plays. The committee is composed of the expert, the scholar, the man of business and other lovers of a good play. As new plays are produced, the committee attends and reports by means of bulletins those that are worth seeing. These bulletins are sent by mail to all members and to all clubs and other organizations affiliated with the league. It is hoped that the work of this league may be extended by the co-operation of all clean-minded amusement lovers who go to the theatre, not for sensation, but to spend a few hours profitably, or at least, enjoyably.

Along Came Ruth NEW ENGLAND is always drawn upon for the setting of homely, wholesome plays of "The Old Homestead," "Shore Acres," "Way Down East" type. These are all marked by a simplicity that appeals to the mind and heart of the majority of theatre goers. "Along Came Ruth" is in this class of bright, witty, wholesome plays, with the romance ending happily despite a grouchy, old dyspeptic's efforts to thwart two lovers. Irene Fenwick as "Ruth" makes a very favorable impersonation, but lacks the fire to carry the part of an energetic, far seeing, able and business-like young woman whose efforts help to rebuild a "dead" town of old New England into an up-to-date city. The other parts are nothing more than a series of character sketches of typical New Englanders, which in these days are little short of caricatures.

The Season's Plays in New York

Lyceum Knickerbocker	Jerry The Crinoline Girl	Billie Burke Melodramatic comedy with Julian Eltinge Shakespearean repertoire
Hudson New Amsterdam	Margaret Anglin Maids of Athens	Romantic drama Farce comedy
Booth Princess	Panthea Marrying Money	Persian love play Second-season success
Lyric Royal	Omar, the Tentmaker Within the Law	Roaring farce Musical comedy in German
Longacre Adolph Philipps	A Pair of Sixes Alma Wo Wohnt Du	Excellent comedy Wholesome New England comedy
39th St. Gaiety	Too Many Cooks Along Came Ruth	Exciting Russian drama Clever human comedy
Eltinge Cort	The Yellow Ticket Peg o' My Heart	Successful drama Full of humor and surprises
48th Street Fulton	To-day The Misleading Lady	Mirthful melodrama Novel comedy of trade
Astor Cohan's	Seven Keys to Baldpate Potash and Perlmutter	Noted English company Agonies and tears
Wallack's Belasco	Cyril Maude The Secret	Comedy with sentiment Scotch comedy
Playhouse Comedy	The Things That Count Kitty MacKay	Maude Adams A maze of melody
Empire Liberty	The Legend of Leonora Sari	Light musical comedy Spectacular revue
Globe Winter Garden	Queen of the Movies The Whirl of the World	Lively musical comedy Comedy
Casino Little	High Jinks The Philanderer	Enjoyable farce Musical comedy success
Harris 44th St.	Rule of Three The Midnight Girl	Serie-comic play of business life
Maxine Elliott's	Help Wanted	

Pictorial Digest of t



SHE RULES A MILLION PEOPLE
Her Highness, the Begum of Bhopal, which is one of the independent states of Central India. She is the only woman in the world who rules such a large state and it is a curious fact that the religion of the state is Moham-
medan. The Begum is much inter-
ested in the education of girls and her
court is the meeting-place for many
men and women of culture.

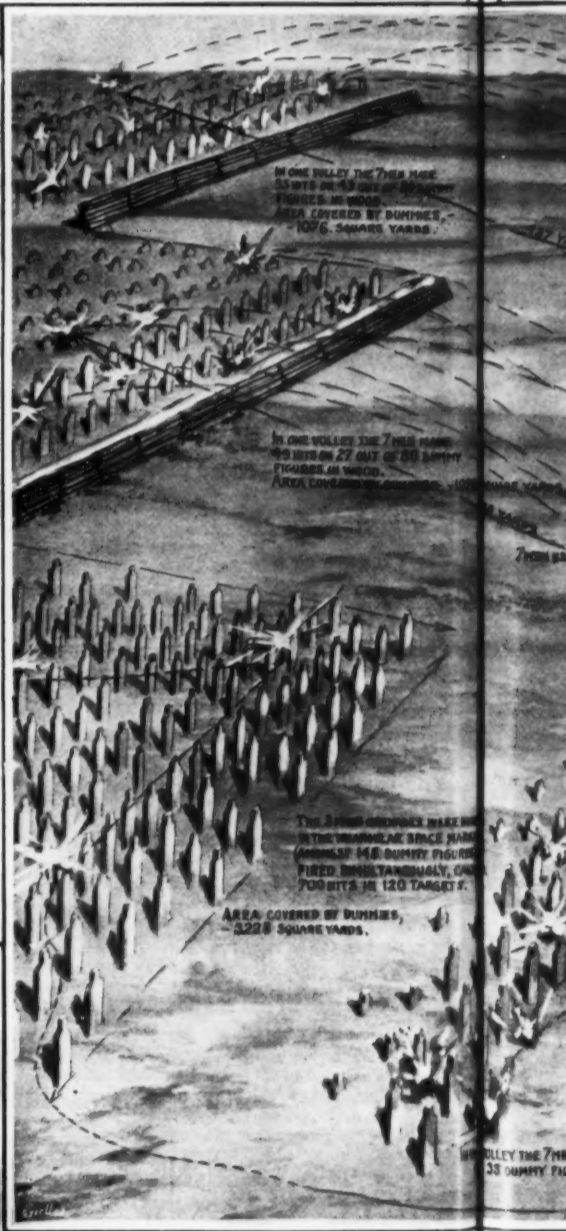
OKLAHOMA LAUNCHES ITS GIANT BATTLESHIP
Miss Lorena Jane Cruce, daughter of the Governor of Oklahoma, breaking the bottle of champagne on the prow of the superdread-
nought *Oklahoma*. Miss Cruce is half-Indian, her mother being half
Choctaw and half Chickasaw. Her attendants are also Oklahoma
girls. The new superdreadnought will burn oil and have a speed of
20½ knots an hour. Its principal armament will consist of ten 14-
inch guns, each of which can fire a 1,400-pound shell.



PICTURES INSTEAD OF SHOW WINDOWS
A grocery store in Budapest, Hungary, where the merchants have the habit of
advertising their wares by pictures instead of by displaying the goods in show
windows.

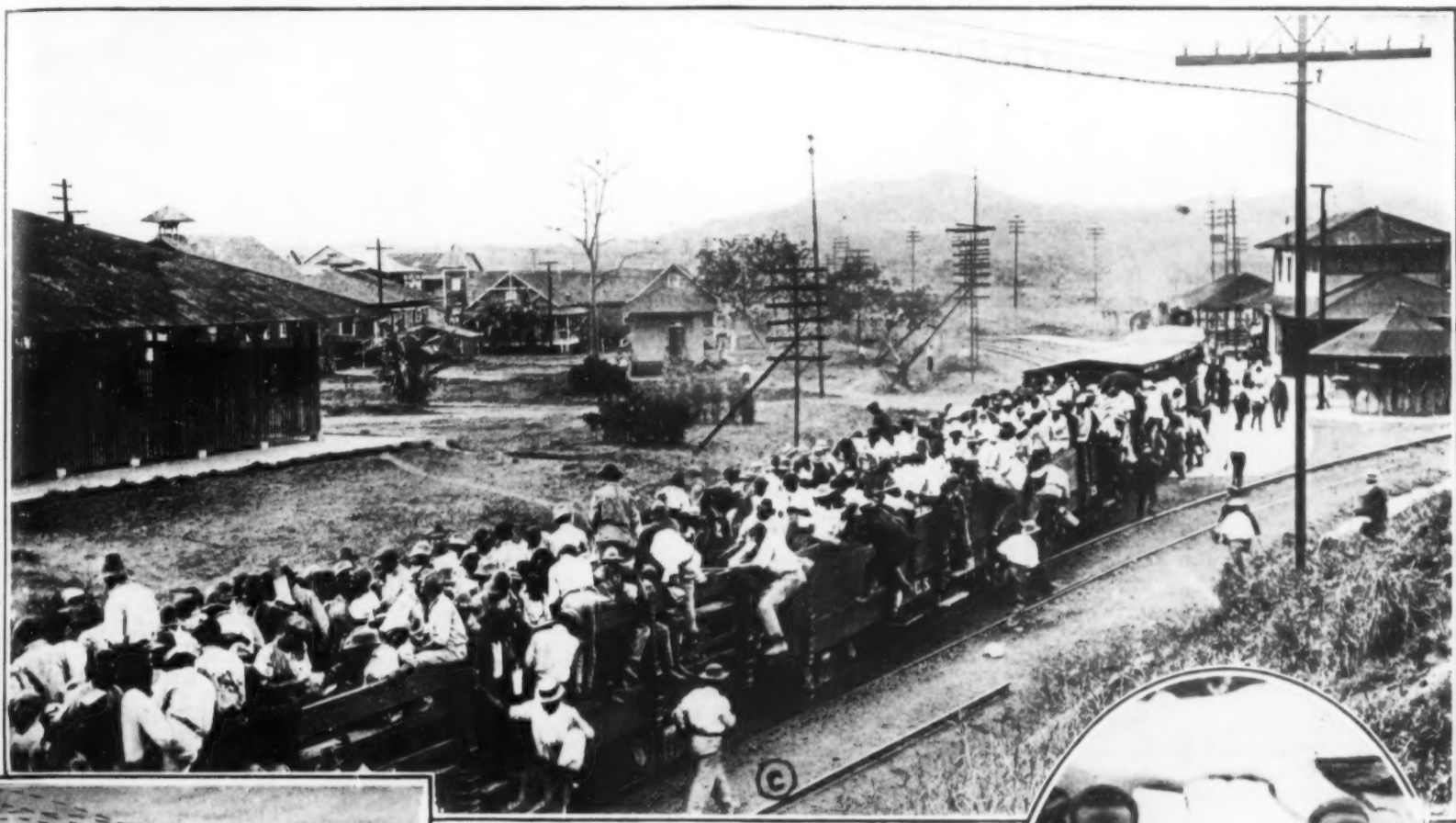


PASADENA BEAUTIFIES ITS HIGHWAY TO THE PACIFIC
The new concrete bridge one mile west of Pasadena, California, completed at a cost of \$240,000. It is near the famous
gardens of the late Adolphus Busch, which have been admired by people from all parts of the world. The bridge is
part of the plan for a magnificent chain of parkways from the Angelus Forest Reserve to the Pacific Ocean.



TERRIBLE WEAPONS OF WAR
New tests with grenades at Copenhagen, Denmark. The gran-
be fired from an ordinary rifle; the missile exploded and scatter-
hand grenade contains 100 projectiles. The grenade shot from
mine grenade (which rises three feet above the ground before
directions. The figures on the diagram show the num-

f the World's News



"COMMUTERS" IN THE CANAL ZONE

An unusual photograph of the men who have done the heavy work on the Panama Canal. They are just arriving at Culebra Station at the close of a day's work. This train is one of the largest passenger trains in the world and carries as many as 2,000 men at one time. The completion of the Canal will return many of these men to their homes in different parts of the West Indies. Some of the most capable laborers will of course be retained as a part of the permanent organization.



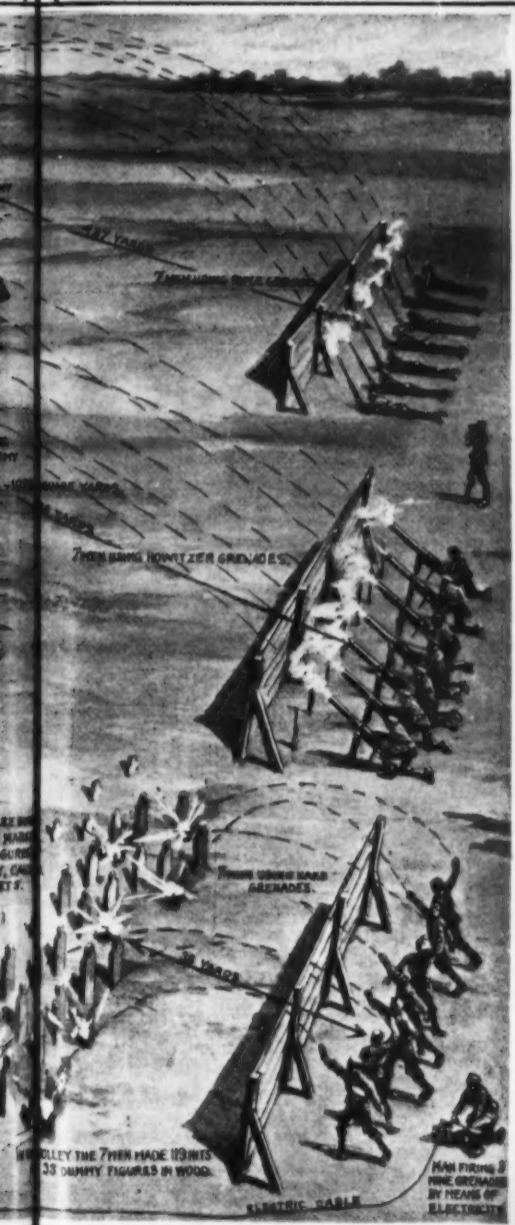
THE COLD PLUNGE UP-TO-DATE

Two hardy students of Cornell University, who enjoyed the novel experience of taking their cold shower in the snow. On this particular morning the temperature of the air was 22 degrees below zero, but the students suffered no after effects from their unusual plunge.



THE WIRELESS FOLLOWS THE FLAG

A wireless outfit with the American troops at the Mexican border. It has superseded the old method of flashing messages by heliograph, which could be operated only when the sun was shining.



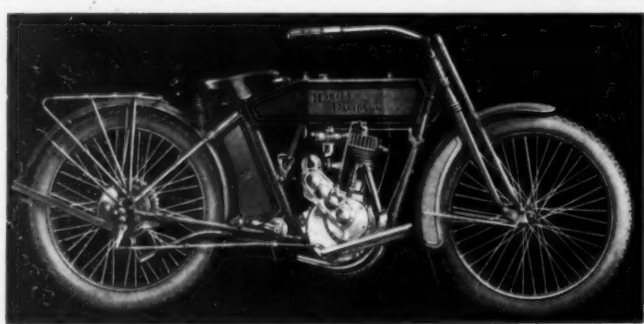
WARRE, WHICH MAKE FOR PEACE

The grenade has been so perfected that it can explode and scatter 72 projectiles over a wide area. The grenade shot from a howitzer contains 215, while the one thrown by hand (before it bursts) scatters 400 bullets in all directions. The number of hits registered in a test.



GEORGIA'S TRIBUTE TO MAJOR ARCHIBALD BUTT

A memorial bridge at Augusta, Ga., erected as a memorial to the late Major Butt, who lost his life in the sinking of the *Titanic*. Major Butt was perhaps the best known military aide a President of the United States ever had, and his death was a great loss to Mr. Taft.



Harley-Davidson With Starter \$210

No Need to Dismount or Place the Machine on the Stand to Start the Motor

The Step-Starter (a patented Harley-Davidson feature) makes it no longer necessary in case of an accidental stalling of the motor, to hold up traffic or dismount in the mud, or both, while the rider finds a level place on which to drag the machine onto the stand for starting. Instead, the rider may keep his seat and with a downward pressure on either pedal engage the Step-Starter, thus starting the motor. The Harley-Davidson Step-Starter is not a complicated attachment liable to derangement, but a simple, efficient starter, built right into the machine.

No need to stand on the pedals or foot boards when going over bumps or rough roads.

Every Harley-Davidson is now built with a Ful-Flotcing Seat an exclusive patented device which has been incorporated in nearly 40,000 Harley-Davidsons. This device has proven itself to be the greatest comfort factor ever offered to the motorcycle public.

No need to assume one tiresome position when touring

The long, sturdy Foot Boards on the new Harley-Davidson permit any

rider, regardless of height, to assume a number of comfortable riding positions.

No need to take either hand off the handle bars to operate the clutch.

All models are equipped with double clutch control. The clutch can be engaged or released by a pressure of the toe or heel, or if desired, the clutch may be operated by the customary hand lever.

More Harley-Davidson Dealers for 1914

Our main and south plants are now working night and day. This double shift will enable us to add more dealers where we are not already represented. We have no openings, however, for 'rider agents' or 'curbstone brokers'. If interested in dealer proposition write for booklet, 'Dealers Who Have Made Good'.

1914 catalog mailed on request

HARLEY-DAVIDSON MOTOR COMPANY
Producers of High Grade Motorcycles for More Than Twelve Years
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Trim, Neat Appearance Is Always Assured in Holeproof Hose



HOLES never show unexpectedly. And Holeproof fits the ankle perfectly. More than a million people wear Holeproof Hosiery because of its style, comfort and reliability.

But few know what it costs to combine such style with the comfort and "the guaranteed six months' wear."

Please let us tell you. Then go try these hose.

For Men, Women and Children

Holeproof Hosiery

We buy only Egyptian and Sea Island cotton yarns, and we pay an average of 74c a pound for them. 32c is the price of common yarns.

Then we use every modern machine regardless of what it costs us—even though such a machine betters only a single stitch.

We spend for inspection \$60,000 yearly—just to guard against the smallest flaws in the finished product.

Six pairs of Holeproof will wear half a year without

holes or tears. That is guaranteed. If any of the six pairs fail in that time, we will replace them with new hose free.

The genuine Holeproof is sold in your town. Write for the dealers' names. We ship direct where no dealer is near, charges prepaid, on receipt of remittance.

Write for free book that tells all about Holeproof.



By invitation, member of the World Association

Holeproof Silk Gloves
FOR WOMEN

Write for the free book about Holeproof Silk Gloves, and ask for the name of the dealer who sells them. These are the durable, stylish gloves that every woman has wanted. Made in all sizes, lengths and colors.

Is Free Competition Wise?

By GUY E. TRIPP, of Pittsburgh, Pa.

MONOPOLY is not in itself objectionable; in fact, it is often the most effective way of dealing with industrial affairs. In Germany it is fostered and protected by the government to a large extent with the result that the commercial supremacy of that country in the markets of the world has been established within a comparatively few years of the most rapid business growth perhaps that has ever been seen. But I believe that our political institutions and the temper of our people are not adapted to monopolistic methods that are in restraint of trade, and that fair competition in business will make a more contented public, a more secure government, and in the end give greater protection to property. Therefore, I am in favor of all fair and reasonable legislation sustaining that theory. Fair or sane competition is hard to define. To my mind free competition is not sane competition. The biggest business in the country was founded almost entirely upon the principle of free competition, namely that of making prices what and when you will and taking all the business from your competitor that you can. If this business was a monopoly, it grew to be so without the aid of interlocking directorates or the alleged money trust; it became a monopoly simply by the practices of free competition. Therefore, in considering the various business measures now pending, particular attention should be given to the question—Will they, or will they not, assist in securing sane competition, not free competition?

The Railroads and the Nation

From the New York Herald, Mar. 7, 1914

LESLIE'S WEEKLY in an editorial, which we reprint in part to-day, speaks with great earnestness on the railroad outlook. It lays stress upon the situation in the Interstate Commerce Commission, where "every proposed freight increase by the railroads has been uniformly and promptly suspended, while every demand for an increase in wages has had to be satisfied." Leslie's asks, How long can this situation last? It strongly defends the passage of Representative Levy's bill to expedite the decisions of the Interstate Commerce Commission.

We agree with Leslie's in its expression of hope that this measure will pass. We also agree with the statement that it should be unnecessary, and the exigency itself should compel immediate and favorable action.

In the summary of revenue and expenses of steam railroads in the United States for December, 1913, of the calendar year, prepared by the Bureau of Railway Economics at Washington, appears the following summary:

"Returns for December, reduced to a per mile of line basis and compared with the returns for December, 1912, show a decrease in total operating revenues per mile of 5.2 per cent, and an increase in operating expenses per mile of 0.1 per cent. Net operating revenue per mile was less by \$61, or 16.9 per cent., than for December, 1912, while that for December, 1912, was 10.4 per cent. greater than for December, 1911.

"For the calendar year 1913 total operating revenues per mile increased 3.7 per cent, and operating expenses per mile 7.3 per cent. Net operating revenue per mile decreased \$183, or 4.4 per cent., while that for the calendar year 1912 was greater than for the calendar year 1911 by 5.1 per cent. Operating income per mile decreased \$239, or 6.6 per cent."



A \$110,000 HOUSE SOLD FOR \$500

"Fellowes's Polly," a handsome residence erected a quarter of a century ago at Montclair, N. J., by Col. William Fellowes, a wealthy cotton broker who failed and died before the structure could be completed. The red sandstone of which it was composed came from the Colonel's native town in Scotland. The house changed ownership several times, but was never finished and was never occupied except by a caretaker. Recently a house-wrecking company bought it for one two hundred and twenty-sixth part of what it cost.

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2 Dollars A MONTH

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This is absolutely the most generous typewriter offer ever made. Do not rent a machine when you can pay \$2.00 a month and own one. Think of it—Buying a \$100.00 machine for \$28.80. Never before has anything like this been attempted.

A GUARANTEED TYPEWRITER \$28.80

Perfect machine, standard size, standard keyboard. Comes to you with everything complete, tools, cover, operating instructions, ribbon, practice paper—nothing extra to buy. You cannot imagine the perfection of this beautiful typewriter until you have seen it. I will send it to you for five days' free trial. It will sell itself, but if you are not satisfied that this is the greatest typewriter you ever saw, you can return it at my expense. You won't want to return it after you try it—you cannot equal this wonderful value anywhere.

Five Days' FREE Trial On This Well-Known Durable Typewriter!

When the typewriter arrives, deposit with the express agent \$3.80 and take the machine for five days' trial. If you are convinced that it is the best typewriter you ever saw, keep it and send us \$2.00 a month until our bargain price of \$28.80 is paid. If you don't want it, return it to the express agent, receive your \$3.80 and return the machine to us. We pay the return express charges. This machine is guaranteed just as if you paid \$100.00 for it. It is standard. Over one hundred thousand people own and use these typewriters and think them the best ever manufactured.

Only 200 machines at this price, so don't delay. Simply tear out this ad, sign your name and address on the margin, mail it to me and the typewriter will be shipped promptly. There is no red tape, I employ no solicitors—no collectors—no chattel mortgage. It is simply understood that I retain title to the machine until the full \$28.80 is paid. You can't lose. It is the greatest typewriter opportunity you will ever have. Let me hear from you.

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without a cent deposit, prepaid the freight and allow 10 DAYS FREE TRIAL. **IT ONLY COSTS** one cent to learn our unheard of prices and marvelous offers on highest grade 1914 model bicycles.

FACTORY PRICES—Do not buy a bicycle or a pair of tires from anyone at any price until you write for our large Art Catalog and learn our wonderful proposition on first sample bicycle going to your town.

RIDER AGENTS everywhere are making big money exhibiting and selling our bicycles. We sell cheaper than any other factory.

TIRES, Coaster-Brake rear wheels, lamps, repairs and all sundries at half usual prices. Do Not Wait! write today for our special offer.
MEAD CYCLE CO., Dept. C-124, CHICAGO

Best grade cedar canoe for \$20

Detroit canoes can't sink

All canoes cedar and copper fastened. We make all sizes and styles, also power canoes. Write for free catalog, giving prices with retailer's profit cut out. We are the largest manufacturers of canoes in the world.
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Bulletin on Any Outfit Sent on Request
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In the World of Womankind

By KATE UPSON CLARK

EDITOR'S NOTE—This department will be devoted to the use and the profit, and especially to the pleasure of all womankind and particularly of girls,—all kinds of girls, rich and poor, plain and pretty, gay and grave, wise and otherwise,—and they are invited to read it, contribute to it and comment upon it, approving or disapproving as they see fit. Their letters will always be carefully read and considered. They can reach Mrs. Clark quickly by addressing her care of Women's Department, Leslie's Weekly, 225 Fifth Avenue, New York City. Correspondents are requested to give their names and addresses, not for publication, but as a token of good faith.

The Spirit of Easter IN one of Mrs. Cox's charming papers in her book, "Home Thoughts," she dignifies the tradition of the fresh Easter costume, which we sometimes regard as a rather trivial and belittling concomitant of this highly spiritual and poetic season. She is quite right in telling us that the wish to don bright and beautiful clothing at Easter time is merely "the instinctive desire of every heart to especially contribute as far as we may to the beauty of the world we live in at this time." The flowers with which we deck our houses at this season carry out the same idea. It is good to think that the up-springing desire in almost every woman's heart for fair new array at Easter is justifiable and in keeping with the more serious meanings of this joyous festival, now so near at hand.

I wonder in how many families, even in fairly religious ones, the older members ever take the trouble to explain fully to the children the origin and history of Easter. Is the significance of the symbolic egg shown to them? Are any of the delightful stories which have been written about Easter ever read to them, or given to them to read? Perhaps of all the festivals of the year Easter is the most joyous and the most spiritual. Even Christmas does not equal it in these respects, for then before the child lies the agony of the cross. At Easter time, that is past and the heavens open. As long as men keep it, so long will the "intimations of immortality" exert their uplifting influence upon us all. Let us promote it, and show, so far as we can, to others that Easter really means

That Love is ever lord of Death
And Love can never lose its own.

"Marrying a Sealed Package" MRS. CHARLOTTE PERKINS GILMAN in a witty address recently criticized severely the too-early marriage. "The man who marries a girl of eighteen marries a sealed package," she said. Now most of us agree with her that eighteen is too young for either girls or boys to marry,—but is the girl of eighteen any more of a mystery than her sister of twenty-eight? I have known quite mature young women, who were fretful and cross before their marriage, who became lovely and amiable after it,—and vice versa. The change in environment often works a change in character.

Low-Necked Dresses "HOW do you dare to wear a low-necked gown at your age and in all these drafts?" a woman asked one of her old friends at the opera the other night. "How do all the rest dare?" returned the old friend. "Just look along this row. There are several women as old as you and I,—some are older,—and everyone except you has her neck open almost to the belt behind and pretty low in front,—but they have no colds, and probably are as well from year's end to year's end as you high-necked ones are."

"How do they do it? They simply wear a low-necked gown every night. I have my house gowns turned in when I do not wear a regular dinner-gown. I have two beautiful low-necked kimonos, which I use when I dine alone. If you wear a low-necked gown every night, always bathing your neck in cold water, and rubbing well with alcohol, you won't catch cold."

That is what she said. You can believe it or not, as you like.

How Large Should Families Be? COLONEL ROOSEVELT and Malthus radically disagree concerning the number of children that we ought to have. The Colonel appears to think that five or six children form a contemptibly small family; while Malthus and his followers go to the other extreme, and say that we must simply restrict the size of our families or the earth cannot support us and we shall all starve to death.



A FEMININE FARMER
Mrs. Mary A. Gibbons, an Iowa woman who has reared nine children, invented a corn harvester and baler, and successfully cultivated 1,000 acres of land.

Now in the days when the country was new and it was desirable to increase as fast as possible the number of fighters and workers, large families were necessary. When a land becomes occupied, the case alters. Perhaps this fact is at the root of the often-lamented decline of marriage among us. The demand for children has gone down. The great wars and the great plagues, which used to kill off people like flies, have largely ceased. Machinery has come in to do with the hand of one man what used to require the work of, perhaps, a hundred. Many of the wisest people deplore that some who do not recognize the signs of the times have more children than they can well bring up and educate. "Quality rather than quantity," is the modern cry.

Yet there was something grand about those big families of rosy, healthy children—seven, ten, occasionally more—of the olden time. They learned in childhood the difficult art of living with people. They were usually poor, and thus they learned self-denial and thrift. They all had to work, and thus they were spared the disgusting modern morbidity, bred by isolated idleness. And those devoted brothers and sisters helped each other through life. Oh, yes, sometimes they quarreled. Sometimes more of the children died than lived, but there were many good features about that custom of big families. Still, there stares us in the face the consensus of the opinion of our wisest, up-to-date philosophers—the demand for children has gone down.

Inquiries and Answers

Hostess, Erie, Pa.: "I had a dessert once at an Easter dinner. It was a collection of eggs in a nest of spun sugar. The eggs were of different colors and were delicious. I thought they were made of gelatine, but how did the cook get such perfect egg-shapes?"

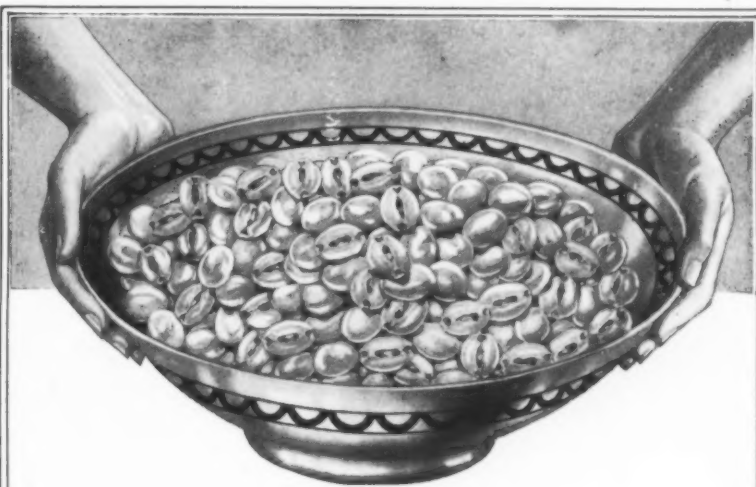
In many of the modern cook-books you may find rules for making such desserts. Here is a good way: When you use eggs for cooking, try to chip carefully off the very ends of the shells only. Save the shells. Take half-a-box of gelatine and soak it till dissolved in as much water as will cover it; boil five minutes a quart of sweet milk, in which you have put a cupful of sugar, add the gelatine and boil five minutes more, stirring constantly. Flavor with vanilla; then separate it into different vessels. To one add a small quantity of grated chocolate, dissolved in hot water; to another, enough red coloring to make it red or pink; to another, some grated peel of orange or lemon, moistened with some of the juice, strained through a cloth. Moisten the insides of the egg-shells with water; fill with the gelatine; set them upright and serve when well set, having, of course, taken off the shells. This should be three or four hours in cold weather, more when warmer. A custard is served with the eggs as a sauce.

Elaine, Sherbrooke, Que.: "I hear much talk about 'Feminism.' My dictionary defines it as 'Feminine character or characteristics'; but that does not express what the papers seem to be talking about as feminism. What is the up-to-date meaning of the word?"

It means, as used nowadays, the freedom of women, intellectually, morally, socially, and economically.

Emma, Massachusetts: "I disapprove of many of the styles of dress in vogue, and of many of the dances, plays, etc., but I live in a small place, and do not see how I can do much to reform matters. I belong to a little club of about twenty of our village women. How can we join our little force with greater ones, and really exert an influence to make the world better in these respects?"

In the first place, draw up a pledge regarding the particular things you disapprove, and get all your club and all others in your town that you can, to sign it. Then send it to the President of your State Federation of Clubs. Ask other clubs to do the same thing, and ask her to put the subject before the Federation at its next meeting. Then write to other papers with women's departments, just as you have written to LESLIE's, specifying what you disapprove, and suggesting whatever measures occur to you for improvement. Even if a paper has not a regular "woman's department," it will often print an honest and earnest letter like yours. Make it brief and to the point.



Look at These Tempting Grains

These toasted, steam-exploded grains—crisp, brown, inviting—puffed to eight times normal size.

Shaped as they grew, but changed, by this strange process, into thin-walled, airy bubbles.

The very sight of Puffed Grains is enticing.

One wants to taste them. Then these fragile morsels, with their almond flavor, reveal an unforgettable delight. The taste is like toasted nuts.

Mark Their History

Then think that each grain was puffed in this way by a hundred million steam explosions.

Inside of each granule a trifle of moisture was turned to super-heated steam. This was done in huge guns, then the guns were shot. And every food granule was thus blasted to pieces.

Not to create these myriad cells. Not to make grains which fairly melt in the mouth. But to make every atom digestible. That never was done before. And that is the sole object of this curious process invented by Prof. Anderson.

Beyond all their fascinations lies the fact that these are the best-cooked cereal foods ever created.

Puffed Wheat, 10c Except in
Puffed Rice, 15c Extreme West

Note the facts which make these foods unique.

They are whole grains made wholly digestible. One may eat them any hour without tax on the stomach.

Served with sugar and cream, or mixed with fruit, they have delicious crispness and a nut-like taste.

Served in bowls of milk, like bread or crackers, they are dainty wafers, toasted, porous, thin.

And they are used like nut meats in a dozen ways—in candy making, in frosting cake, and as garnish to ice cream. Or, crisped in butter, children eat them dry like peanuts.

Every day, in some way, let your folks enjoy one of these two delightful foods.

The Quaker Oats Company

Sole Makers

(549)



17,298

This figure represents the number of Cadillac cars manufactured and distributed during the Calendar year of 1913.

It represents in retail selling value more than thirty-four millions (\$34,000,000) of dollars.

It represents a volume of cars which, we believe, exceeds the sale, during the same period, of all other high grade American cars combined, selling at or more than the Cadillac price.

11,000

This figure represents the number of 1914 Cadillac cars which have already been manufactured and distributed.

It represents in retail selling value more than twenty-two millions (\$22,000,000) of dollars.

It represents a volume of cars which, we believe, exceeds the deliveries of all other 1914 high grade American cars combined, selling at or more than the Cadillac price.

It is an unparalleled endorsement of the 1914 Cadillac.

There should be no question in your mind as to the car which dominates the high grade field.

Cadillac Motor Car Co. Detroit, Mich.



COMMERCIALIZING THE PLEASURE CAR
Over smooth, level roads the work that can be done by the light touring car or runabout is marvelous.

Motorists' Column

Motor Department

Conducted by H. W. SLAUSON, M. E.

Readers desiring information about motor cars, trucks and delivery wagons, motorcycles, motor boats, accessories, routes or State laws can obtain it by writing to the Motor Department, Leslie's Weekly, 225 Fifth Avenue, New York City. We answer inquiries free of charge.

A FEW TOURING HINTS

THE "touring fever" is a sure sign of spring.

The Motor Department has been in receipt of such a large number of requests for information regarding the proper equipment to be taken on a motor car or motorcycle tour, that we can but conclude that spring has at last arrived.

The modern motor car and many motorcycles are now sold fully equipped, which means that attachments and other accessories are provided that fill the requirements of the law and the dictates of comfort and convenience for any ordinary traveling. However, it must be realized that an extended tour, over all manner of roads, calls for the best that is in the engine of the car or motorcycle, and that it should be treated accordingly. Several additional spark plugs, valves and other small and easily replaceable parts should be included in the outfit carried on an extended tour, and care should be taken to make certain that the motor is in good condition and that the cylinders are free from the carbon that is so prone to cause overheating.

This bespeaks a necessity for a plentiful supply of oil—oil of the kind best adapted to the motor and of a grade that will not easily carbonize, gum or "break down," for it must be remembered that a large amount of low-gear running may be needed and the motor will be liable to overheat at the first suspicion of a carbon accumulation or an under-lubricated bearing. The transmission and differential casings should also be filled with a fresh supply of the proper

consistency and quality of oil or grease.

Assuming that the mechanical portions of the machine are in proper condition and well provided for, there is no phase of motor car or motorcycle touring on which the "peace of mind" of the driver is more dependent than upon "tire luck," although in reality luck does not play as important a part in this matter as does the exercise of common sense, foresight and good judgment. No tourist should start on his trip with a badly worn tire, and if the tour is to be an extended one, two or three new casings and five or six new tubes should be carried. If his tires are comparatively new when he starts, the tourist may have no occasion to make a replacement, but it is far better to carry an excessive supply than to be forced to make a difficult roadside tire repair or to drive to the nearest supply house "on the rim." In the case of a motorcycle, one "spare" will ordinarily prove to be quite sufficient.

Another feature of long-distance touring which many a driver is prone to neglect is the condition of the top of the car. The top is a much-used accessory on an extensive trip, as a protection from cold as well as from rain, and if the car has not been used during wet weather recently, the owner does not know whether the top will "hold water" or not—until he has been caught in a heavy shower. It, therefore, is advisable to examine the top thoroughly and if it is found that the material has cracked or worn through in a number of places, the frame should be recovered.

Questions of General Interest

Unofficial Motorcycle Records

C. G. C., Maine:—"What is the fastest speed on record ever traveled by a motorcycle, and how does that compare with the world's automobile record?"

It is said that a special forty-horse-power, eight-cylinder motorcycle traveled a mile in 26.25 seconds, although these figures are not official. These better by 2-5 of a second the world's official record for an automobile.

Maximum Grade on Good Roads

M. O. G., Ill.:—"What is the steepest grade that is considered good practice in modern road building and how much additional power is required to negotiate it?"

Experience has proved that a four per cent. grade is as heavy as should be found on roads subject to heavy hauling. On a ten per cent. grade, approximately four times as much power is required to haul a load as is the case on a level, while it is considered that on a four or five per cent. grade—for a short time—a horse can draw as much as he can on the "zero" grade.

Motorcycle Engine Cooling

H. C. W., Va.:—"Is there any more difficulty encountered in cooling a four-cylinder air-cooled motor than is the case with one of the two-cylinder type?"

A four-cylinder, air-cooled motor should be cooled as easily as can one of the two-cylinder type, providing the power developed by the two motors is the same. While there are more explosions in a four-cylinder motor, each cylinder is provided with as much cooling area per cubic inch of combustion space, and the result obtained from the two types of motors should be about the same.

Peculiar Tire Leak

A. M. T., Iowa:—"There is evidently a leak in my tire, although I am unable to find it. The casing is in perfect condition, and I know the valve to be tight."

It is possible that a small tack has become embedded in the surface of the casing and

that the rubber has closed over its head, so that you would not observe it from the outside. The point of this tack may project only a short distance in the inside of the tube, but this would be sufficient to cause a puzzling leak. You will be able to find the point of this tack if you wipe the inside of the casing with a piece of waste or fine cloth.

"Steepness" of Grades

B. G. M., Mass.:—"Will you inform me just what measurements are taken into consideration in determining the 'per cent.' of a grade? How does the custom in this country vary from that employed in England?"

The steepness of a grade in this country is determined by dividing the vertical height by the horizontal distance traveled. Thus, if a hill rises one hundred feet in a horizontal distance of four hundred, this would be known as a "25 per cent. grade." In England, the number of feet of travel required to rise one foot forms the definition of a grade. Thus a hill of this same steepness in England would be known as a "1 in 4."

Power for Exhaust Valve

C. E. T., Pa.:—"Can you give me any idea as to the per cent. of power used to operate the exhaust valve on a poppet valve gasoline motor of the motorcycle type?"

The power required will depend entirely upon the lift of the valve and the strength of the springs required to close it. Assuming that a very strong spring is employed—one that requires a pressure of one hundred pounds to compress it one inch—and that the lift is one-half inch, approximately one-sixteenth of a horse power would be required to operate this valve on a five horse power engine. This is approximately equal to one and one-quarter per cent. of the total horse power. If the spring is lighter or the lift less, the power required to operate the exhaust valve will be decreased in proportion.

Your Summer Home Complete \$195
Don't rent—buy. You can own this handsome, complete 5-room portable bungalow and put it up this season with your own hands wherever you wish, ready to live in the day you get it—costs only \$195.

CARNIE-GOUDIE TAKE-DOWN HOUSES

House in picture has two doors, eight transparent but unbreakable windows, hardwood, sand-smoothed, finely finished floor, chimney, awnings, storm curtains, rustless screens, partitions, ceiling—a complete house—price \$195. Other houses, one to eight rooms, \$35 and up.

Complete Catalog on Request

Carnie-Goudie Mfg. Co., 116 A Street, Kansas City, Mo.



Over 34,000 in use

You lose many times more than \$18 every year you do without a Bennett Portable Typewriter. It saves you time—stenographic charges. Your correspondence can be impressive. Makes clear carbons. All improvements—standard 24-character keyboard, visible writing, removable ribbon, marginal release.

Typewriter
Durable—serviceable—portable. Weighs only 4½ lbs. Carry in pocket or grip. Use at home, office or while traveling. Built in Elliott-Fisher factory. Has only 250 parts—others have as high as 750. Those same writing as widely advertised \$100 machines. Sold on money-back-unless-satisfied guarantee. Send for catalog and Agent's Proposition.

\$18
In U. S. A.
Agents Wanted

CHAS. W. BENNETT CO.,
2304 Cedar Street
Harrisburg, Pa.

Garage \$49.50

Genuine "Edwards." Ready-made, fire-proof garages. Quickly set up any place. Direct-from-factory prices—\$49.50 and up. Postal brings illustrated 64-page catalog.

The Edwards Mfg. Co., 335-385 Eggleston Av., Cincinnati, O.

THE SPEEDY STITCHER

Sews Leather Like a Machine
PRICE \$1.00
Send for terms to Agents.
Automatic Sewing Co., 296 Hermon St., Worcester, Mass.

Prest-O-Lite



The only reliable lighting system

Prest-O-Lite spells safety—it is absolutely reliable.

It is simple and sturdy. It stands the rough and tumble work, the jolts and the vibration. Has no delicate connections or frail parts.

Your light may snap out suddenly at a critical time, if it depends on a toy storage battery or any other complicated system.

Prest-O-Lite is the most convenient system. Needs practically no attention, has no mysteries, and breeds no troubles.

The first cost is small. The operating expense is no greater than that of a carbide generator, and only one-third to one-fifth that of electric light.

30-Day Free Trial

You can prove all our claims for Prest-O-Lite by our 30-day trial plan. Before buying any other system, insist upon the same kind of a test.

Don't pay for poor light

Any dealer who offers you a combination of equipment, including any other lighting system, will give you Prest-O-Lite instead, if you insist. And if you know the facts, you will insist. Tear off on the dotted line, write your name and address below and mail it for complete information on motorcycle lighting.

The Prest-O-Lite Co., Inc.,
731 Speedway, Indianapolis, Ind.
(Contributor to Lincoln Highway)

Please send facts on ALL Lighting Systems to

Second-Hand Motorcycles Again

FROM the number of letters that we have received during the last few days, it is evident that the article on the "Danger of the Second-hand Motorcycle," that appeared in the last issue of the Motorists' Column, has aroused a great amount of interest among readers, as well as among manufacturers. As a supplement to that article, we give below an extract from a letter received from a prominent motorcycle manufacturer who adds some interesting ideas as to how the dealer can further solve the second-hand problem:

"Dealers will invariably give more liberal terms on the purchase of used machines than on new machines. The chances they run are much less and the market in the larger cities really is greater.

"On one point I cannot quite agree with you. If the purchaser of a used machine will get his motorcycle from a long-established dealer handling a reputable make, chances are ten to one that he will be satisfied with his purchase and that he will receive a certain amount of service, although this naturally is limited. In some cases dealers give some service with second-hand machines, in others they give absolutely no service and no guarantee.

"Most responsible dealers will guarantee that a second-hand motorcycle is as represented. Almost all of the better class of dealers will give a prospective purchaser a demonstration of a used machine the same as a new one, and such flagrant troubles as you suggest in the second paragraph of your article would show in a demonstration, even if the prospect proved to be a man not versed in mechanics.

"If, in getting a used machine, the buyer will use as much discretion as he would in the purchase of a new one, and if he will stick to one of the well-known makes and possibly get the advice of a rider friend, the chances that he will go wrong in his purchase are slim indeed. I am going to make a strong statement. It is this—if dealers would give the proper attention to second-hand sales and the study of the second-hand market, the sales in the larger cities could be almost doubled."

A letter received from another prominent motorcycle manufacturer throws interesting light on a still different phase of this important proposition. He predicts as follows:

In the future, I look forward to seeing a separation of the new and second-hand motorcycle business, and in one or two cities the motorcycle dealers who sell new machines have absolutely refused to accept second-hand machines as part payment on new models. Where all the dealers stand firm on a proposition of this character, which of course is a very difficult thing to do, there would then be room for a man to start a business dealing in second-hand motorcycles exclusively, and the dealer selling new machines will not then have to make uncalculated allowances on old machines in order to effect the sale of a new model. The motorcycle industry is, of course, yet in its infancy, and sooner or later all these problems will adjust themselves automatically.

Huerta's Message to the World

(Continued from page 343)

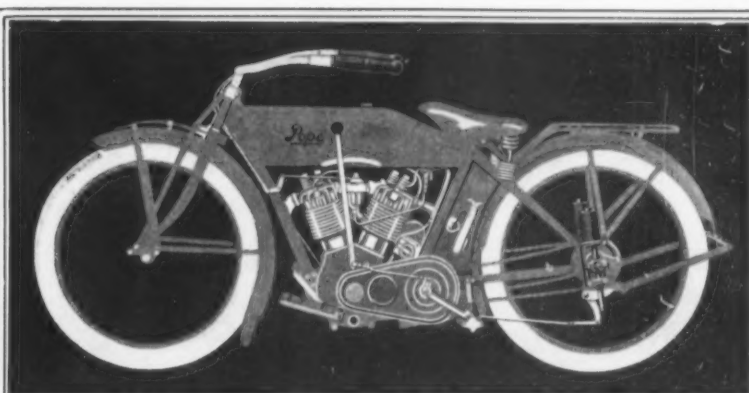
part of the Republic would experience a revival. The other day 200 cars of cotton from the vicinity of Torreon reached Mexico, and the cotton factories that had been shut down for lack of material resumed, giving employment to several thousands of persons. Everywhere complaint is made of the partial paralysis of the railroads. The telegraphic communications have suffered also, and the government, which owns and operates all the telegraph lines, is installing wireless plants in many places.

President Huerta also dwelt upon the agricultural wealth of Mexico, and pointed out that the government still owns a tenth part of the area of the country. He said:

The government has 230,000 square kilometers of land that it is willing to give upon the most liberal conditions, to the working men of all the world.

This is the President's answer to the cry from the poor of Mexico for land of their own. Already he has made a distribution of some property near Mexico City, which was purchased by the government for that purpose. It is impossible to tell how sincere he is in this matter, nor how judiciously the distribution will be made, if the country is pacified, but Huerta is himself a man of the people, and he doubtless understands the conditions of Mexico. If he does, he knows that no permanent peace can be established unless the economic wrongs of the country are dealt with intelligently and efficiently.

Madero won his popularity by promising the peons land. Huerta, with no promises, has already, and amid the distractions of war, distributed more land than Madero ever did.



Pope Model L-14. "The Greyhound of the Road." Renold imported chain drive; Bosch magnetos; Eclipse clutch; Pope rear spring suspension; twin stem handle bars; double operated brake; comfortable foot boards; low saddle position; Pope overhead valves. Price \$250.

Lighten your work and double your pleasure

If you work indoors, ride there and back on a Pope Motorcycle. If you have an outdoor job the Pope will make your work easy and save you time, strength and money.



Spend your holidays on a Pope and make the most of them in health and enjoyment.

Thousands of clerks, mechanics and business men use the Pope every day.

R. F. D. Carriers all over the country use Popes and lighten and shorten the day's work.

Many men spend a joyous vacation on their Popes. During the riding season hundreds come to our factory; tell us what a fine time they are having, and see how Pope Motorcycles are built.

The Pope Model L-14 will give you all the thrills you want. No one can pass you—you can go at a 70-mile clip, if you desire.

It is sturdy, steady and reliable—all the working parts are exceptionally strong.

It doesn't get out of order—no stopping beside the road for mussy, tiresome repairs.

The Pope Model L-14 holds the road like a 6-cylinder automobile. It is as nearly "jarless" as a motorcycle can be made and perfectly balanced—a wonderfully comfortable machine to ride.

Model L-14 develops 13.0 h. p. delivered at the rear wheel although only rated at 7 h. p. The results of many hill-climbing, touring, road and dirt track contests prove Pope's superiority. Booklet describing tests at Worcester Polytechnic Institute sent on application.

Plan now for a Model L-14 for this spring and summer—you will get more pleasure out of both your work and your holidays. It pays big dividends in health and economy as well as in wholesome, exhilarating sport.



Model H is built for the man who wants a light, reliable, modest-priced machine. It has a speed range up to 45 miles an hour, and is a wonderful hill-climber.

Other Pope Models, \$150, \$200, \$215 and \$285

Write for Catalog

Pope Bicycles have been the standard of quality and reliability since 1877—the pioneers and leaders in the field. Fifty present models to select from. Write for catalog.

Pope Motorcycles and Bicycles have the benefit of 36 years' continuously successful experience in making motive vehicles. A guarantee of value.

THE POPE MANUFACTURING CO., 18 Cycle St., Westfield, Mass., U.S.A.

Pope

Quality Has Never Been Questioned

MAKE \$250.00 A MONTH

Repairing AUTO-Tires

Sounds like a lot of money—IT IS—A WHOLE LOT OF MONEY to be earning CLEAR every month—yet it's what hundreds of men we have established in the Automobile Tire Repair Business are making. You let down the DRAW BRIDGE for SUCCESS to enter into your career by getting into business for yourself. The business for you is the one where investment is small—the returns quick and for cash—where the margin of profit is large—the demand for your PRODUCT or SERVICE constant and ever on the increase.

A Haywood Tire Repair Equipment

answers to all of these requirements of Old Dame Fortune—The certainty of success in this business is as sure as anything in this world can be—Each year adds thousands of new Automobile Owners—they need YOU to keep their tires in service.

Here Is Your Opportunity!

Be first to enter this new big paying business in your town. Open your pockets. Let the dollars pour in. Act quick. Every auto sold means more tires to mend. Automobile business is growing fast—enormous field for tire repairing. Punctures and blowouts are common. Tires need retreading and vulcanizing. Something going wrong all the time. Thousands forced to buy new tires because they can't get old ones fixed. Think of the old bicycle days—repair shops on every corner—all making money—busy day and night. Autos make same proposition over again—only ten times bigger and better. Users of Haywood Tire Repair Plants are making big money. Johnson, Tex., writes: "I have made as high as \$18 in a day." Another man who bought a plant September, 1911, writes he has cleared over \$3000.00. That's going some! Operate a plant as side line in connection with auto business—garage or as an independent business. Find neighborhood where there's a bunch of autos—get all the steady business besides transient work. Experience unnecessary. You learn quick. Simply follow directions—practice a few days on a couple of old tires and you'll be ready to coin money. Business comes fast and easy.

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The Cruise of the "Whooping Jane"

(Continued from page 344)

"That's it," said Tom. "Can you?" The stranger turned and bolted the door. Then he said in a hoarse whisper. "I can, governor, and I will if you'll promise to let me off at our first landing without asking any questions."

Tom held out a hand. "It's a go, then! I think I understand, and I sympathize with you because I'm in a fix, too. I've heard a rumor about smugglers using the old *Whooping Jane* at times as a sort of warehouse. My men came on rather sudden, and surprised you, and you had to hide. Isn't that it?"

"No questioning," chuckled the stranger. "Of course not," agreed Tom. "But tell me how do you run the *Whooping Jane*?"

"Easy enough, governor, when you know 'er. You see she's had some hard rubs, and in 'er last one her starb'd bow was crumpled in, but not enough to let the water through. It knocked 'er bow out of plumb, leaving her concave to starb'd and w'at you call convex to larb'd. Understand? When you want to go south you've got to steer 'er sou'-east by compass. If you steer a straight course she'll cut a circle."

It was five o'clock that afternoon when the *Whooping Jane* ran into Ontonagon. It was half an hour later when Tom sent his card up to Mr. and Miss Whittemore in the Hotel Carrington. To his astonishment the bellboy returned almost immediately, saying that Mr. and Miss Whittemore would see him at once.

Tom had hardened every nerve in his body, but he felt them twitching uneasily as the elevator carried him up to the second floor. At the door to the millionaire's room he drew a deep breath. This was to be his last and greatest fight, and as if to announce the fact that it was to be his last and greatest he knocked loudly. A voice invited him to enter.

Mary's father was seated in an easy chair. He was smoking a cigar and his whole appearance was one of strange and restful contentment. The draperies rustled between this and an adjoining room and Tom knew that Mary was there. He stood speechless as the millionaire rose with an affable smile.

"Mary will be here in a moment, Tom," he said. Then he called toward the draperies, "Mary, my love, Tom is here!"

"I'll be there—in just—a minute—Tom," came Mary's trembling voice.

"You see, Tom," continued the old gentleman, placing one hand on Tom's shoulder in a fatherly way. "I've come to the conclusion that if you can stick to business as you've stuck to Mary you'll amount to something pretty good in time. So I'm not going to spoil your happiness."

Tom's heart choked him as he strove to speak.

"Besides," continued Mary's father, pulling a yellow telegram from his vest pocket, "I think I'll need a good engineer."

"You got here in time!" cried Tom.

"No, I was three hours too late. The scoundrels even laughed at me, though I offered them a million! An hour after I had made them the offer I received this telegram."

He handed the yellow slip to Tom, and Tom read the following:

Mistake in survey. Beaver lodge discovered on corner of section 13 instead of 12. Dips south-east. Section 12 worthless.

"I'm a man of my word," said the millionaire, when Tom had finished. "You've saved me a million in cash, and a million in reputation. Ah, Mary, my dear—"

The curtains had parted.

"And besides all this," added Mary's father, hurrying to close the half-opened door, "I think I'm going to like you immensely, Tom."

A Muck-raker's Defence

By Mr. Marshall Cushing

THE editor of one of the muck-raking publications, himself a Socialist who doesn't care who knows it, submits that those manufacturers who give him large quantities of their advertising money every month are indeed very good to him, but he justifies himself for receiving it—possibly suspecting that he is doing it under false pretenses—on the ground that he is fighting for a great cause, and that while he isn't yet prepared to get along without the advertiser's money, that will not always be the case; pretty soon he will have none of it, and then how he will hammer those benighted individualists who have made such great successes of their undertakings, even to the extent of putting into the Socialist editor's strong right hand the club with which to destroy them!

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Who Owns Our Railroads?

(Continued from page 342)

buying as far as practicable from Southern people, 19.12 cents of this was expended in the South and only 4.18 cents in other localities. Miscellaneous operating expenses required 6.09 cents, all spent in the South. Taxes, all paid in the South, required 3.65 cents. Interest, rentals and other miscellaneous payments accounted for 20.83 cents, and the holders of the company's preferred stock received 4.42 cents. It is seen that at least 70.57 cents out of every dollar expended by the Southern Railway remains in or is brought into the South.

Of the total of seventy-six millions paid out along the Southern Railway lines last year approximately forty-three million dollars went to the army of 59,000 employees and thus directly supported about 295,000 Southern people.

I have spoken of our preferred stockholders, but the real preferred stockholders of the Southern Railway System, in the matter of priority of claim, are the political governments of the States, counties, and cities along its lines. Their claim upon railroad revenues comes ahead even of that of employees, and they took \$3,743,704.39 in the last fiscal year.

It is hard to grasp the significance of figures as large as this: what our tax payments really mean to the communities along our lines can be better understood by an illustrative analysis of our payments on account of school taxes and road and bridge taxes in the Southern States. In 1912, our school taxes in these States amounted to something over \$800,000, or an average of twenty-eight hundred dollars for each county traversed by our lines. At

the average annual compensation of school teachers in the South this would more than pay for ten teachers in each county.

Payments by the Southern Railway System in the same year of taxes directly assessed for public roads and bridges amounted to \$447,966.63, or an average of \$1,571.81 for each county along our lines. Every dollar paid to the Southern Railway for transportation charges thus includes also a substantial contribution to the maintenance of the public highways of the South.

We find that the chief insurance companies report their holding of securities of the Southern Railway System, including terminal bonds on which the Southern is a joint guarantor, aggregating more than eighty million dollars. In that great fund, the integrity of which depends upon the continued solvency of the Southern Railway lines, the Southern people have a vital proprietary interest; an interest which, as they realize it, should be to them a constant spur to protect themselves by maintaining the basis of Southern Railway credit.

I assert with confidence that the facts to which I have called your attention are full warrant for the claim that in a very real sense the Southern Railway belongs to the people of the South: so much so that its annual reports might more properly be addressed "To the People of the South" to advise you of the results of the management of your property, for it belongs more to you than it does to the stockholders. More than this, its management always has been devoted to the interests of the South.

Why All England Is Upset

"IF the South has the right to demand autonomy, the North has an equal right to insist on its desire to remain under the Union." This striking sentence reads as if it might have been taken from some old newspaper files in the period just preceding our Civil War. It is actually taken from an editorial comment on the Ulster situation by the London *Spectator*. While the United States had to go through the stress of a great civil strife to keep its states in the Union, it seems strange that Great Britain should now be facing possible rebellion from a part of Ireland that insists upon sticking by the mother country. The majority of people in the north of Ireland do not want home rule, but are determined to remain directly under the Imperial Parliament even if they have to fight for the privilege. Should the Irish Home Rule Bill become a law, Ulster stands ready to repudiate and resist it.

Ireland is divided on the question of home rule by economic as well as religious considerations. Protestant Ulster, rich in industries, opposes an Irish Parliament in which Roman Catholic and agrarian Ireland would be in control. Upon Ulster would fall the principal burden of maintaining a separate parliament and government for Ireland, and Ulster is perfectly satisfied with the government as now constituted.

That the Government has blundered throughout its home rule program, that it has underestimated the opposition of Ulster, and that it never will be able to coerce Ulster to submit to an Irish Parliament, are some of the conclusions that become more and more evident as the controversy proceeds. Ulster is in no mood to accept Premier Asquith's belated peace proposal that the nine Ulster counties may remain under English rule for six years. Why not, therefore, make the term indefinite? The attempt to coerce Ulster would crystallize the opposition of Protestant non-conformist England to the Government and defeat it at the polls.

The blunders of the Government in its home rule program reached a climax in a move to have a military and naval demonstration to overawe Ulster. Immediately Gen. Gough and a number of other officers of the army declared that they would resign rather than take up arms against Ulster, and the vacillating Government then made the colossal blunder of retaining them in the army on their own terms. "Shall the army rule England?" immediately became the issue of the hour. When John Ward, a Labor member of the House of Commons, declared that the issue was whether Parliament was to make the laws "absolutely without interference from the King or the army," a remarkable demonstration of hostile criticism was aroused against the throne.

Excitement increased when Secretary of War Seely and Sir John French, Chief of Staff of the Army and Adjutant-General Ewart tendered their resignations because the Government disavowed assurances they made to army officers.

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"I lost interest in everything and wanted to be alone. I had always had good nerves, but now the merest trifle would upset me and bring on a violent headache. Walking across the room was an effort and prescribed exercise was out of the question.

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He is cashier of the First National Bank of Canton, Miss., a leading financier in that section, and president of the Mississippi State Bankers' Association. The latter is to hold a convention at Vicksburg on May 5, 6, and 7.



J. J. NIERLING

President of the Citizens' National Bank of Jamestown, N. D., and vice-president of the North Dakota Bankers' Association. Mr. Nierling has been a very efficient worker in the association and has aided materially in bringing it to its present high standing.

Jasper's Hints to Money-Makers

NOTICE.—Subscribers to LESLIE'S WEEKLY at the home office, 225 Fifth Avenue, New York, at the full cash subscription rates, namely, five dollars per annum, are placed on what is known as "Jasper's Preferred List," entitling them to the early delivery of their papers and to answers in this column to inquiries on financial questions having relevancy to Wall Street, and, in emergencies, to answer by mail or telegraph. Preferred subscribers must remit directly to the office of LESLIE-JUDGE COMPANY, in New York, and not through any subscription agency. No additional charge is made for answering questions, and all communications are treated confidentially. A two-cent postage stamp should always be inclosed, as sometimes a personal reply is necessary. All inquiries should be addressed to "Jasper," Financial Editor, LESLIE'S WEEKLY, 225 Fifth Ave., New York.

THE credulity of the people is as marvelous as it is inexplicable. Let them stop and think. They were told that big business was in restraint of trade. "Bust the trusts!" was the wild cry and some of the largest industrial corporations were torn to pieces. Has anybody been benefited? Has the cost of living been reduced? Have wages been increased or hours of labor shortened? Is anybody happier? Next we were told that the tariff was the mother of trusts, and that it was responsible for the high cost of living. We have reduced the tariff. Has the cost of living been lessened? We have larger imports of goods made by foreign workmen in foreign shops. We have slackened work in some of our industries, especially the iron mills and railways. We have warnings that wages must be reduced, and in some mills notices have been issued to that effect. We have in every large city an army of the unemployed demanding work. Is this the fulfillment of the promises of the politicians when they asked "the dear people" to listen to them as their special friend and champion?

The Sterling Debenture Corporation and the Oxford Linen Mills are defending themselves from the charge of using the mails to defraud. It was brought out in court that \$750,000 had been spent to promote the sale of the Oxford Linen Mills stock. Nearly 9,000,000 glowing prospectuses, promising tremendous profits, were mailed to hundreds of thousands of clergymen and others all over the country. The postage alone cost \$260,000. In this way millions were gathered from the credulous, who believed that they were to have great profits in an enterprise which is now bankrupt.

None of these swindlers has any connection with the New York Stock Exchange. If any member of that body or of any other reputable stock exchange were charged with using the mails to defraud, he would immediately be brought up on charges and if proved he would be expelled from the exchange. Yet, all over this country, an impression prevails that the bunco swindlers have their headquarters in the stock exchange and that Wall Street is the breeding place for every faker and fraudulent mining, oil, plantation or other scheme. There is not the slightest ground for this suspicion, but it is difficult to get the public to understand the truth.

Losses as well as profits are made in Wall Street securities. Before the Stock Exchange deals in the shares of any corporation, it must be assured that the latter is not a swindle. A corporation must make a report of its capital, assets and business generally. None of the fraudulent schemes by which the people were defrauded, according to postal authorities, of \$170,000,000 last year had or could have recognition by the New York Stock Exchange. It offers the world's greatest market for legitimate transactions in securities.

This is why I have invited my readers who are holders of securities of standing to or-

ganize a protective association, not only in opposition to unjust legislation, but also to counteract the false impression regarding the character of the stock market and the securities in which it deals. The responses from my readers continue to be most encouraging. One writes from Hollywood, Cal., in enrolling himself as a member, as follows: "The idea is splendid. Security holders have been asleep at the switch while the big-mouthed demagogue and muck-raker, with nothing to lose, not even a reputation, have been busy day and night. Thank God Washington can't bust the fine climate of California."

A reader in Brooklyn, N. Y., in sending in his coupon, says: "It is about time that the owners of corporate stock got together to protect themselves against unfair legislation and demagogues who represent us." From Mobile, Ala., I have this: "I am heartily with you in the conviction that the misguided legislators are doing our country irreparable damage. Those conservative people interested in the welfare of the nation should put forth every effort to avert the storm." From Exeter, Cal., a subscriber writes: "I think we have had about all the legislation the country needs. As soon as the people become sane and allow the railroads and other corporations to handle their business, or at least a portion of it, themselves, the country will be much better off."

I am especially pleased with the reference in the weekly financial letter of the well-known Baltimore bankers, Nelson, Cook & Co., to the effort I am making to bring security holders together for their own protection. In quoting from one of my recent articles, approvingly, the firm says: "We are fully persuaded that President Wilson and those men in Congress who are really capable of forming unprejudiced opinions are honestly endeavoring to make such laws as will be best for the whole people, and it is, therefore, necessary that the people themselves, especially the stockholders (who are owners of the corporations), should use every method to put before our lawmakers conditions as they actually exist."

The action of the President in averting a receivership for the New Haven was commended everywhere. Now let him use his potential influence to put an end to the utterly unjustifiable proposition of the Attorney General that the Southern Pacific should be emasculated by giving up its control of the Central Pacific. Let the President go still further and call a halt on further trust-busting. I observe that the stockholders of the Corn Products Refining Co., at their recent annual meeting, after hearing the enlightening report of President Bedford, unanimously adopted a protest against the action to dismember their efficient organization.

All over this country, protests are being heard against any more railway smashing and trust-busting. The people want to be left alone. They want business to have a chance. In the language of President Forgan, of the Chicago National City Bank, "Business wants governmental reassurance more than anything else. Given that, and we will have good times. The best assurance would be the granting of increased freight rates. Not one workman or farmer would benefit by a dissolution of the U. S. Steel Corporation or the International Harvester Co."

The condition of the stock market reflects the waiting attitude of business every-

(Continued on page 357)

Speculation Means Loss

It is much easier for the average man to make money than to keep it because of the ever-present temptation to speculate, and speculation is sure to result in loss.

In order to be certain that the money you save will not be lost, invest it in the GUARANTEED 6% Certificates issued by this Company.

They are furnished in denominations of \$100 to \$5,000; draw 6% interest per annum, are protected by First Mortgages on Real Estate, and are exempt from income tax.

Our booklet "L" will be furnished on request.

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Investors seeking safety of their funds, together with an attractive interest return, should carefully investigate the merits of the first mortgage 6% bonds we own and offer.

Their soundness is indicated by the fact that no one has ever suffered loss on any security purchased of this House, founded 32 years ago.

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Loss Limited Profits Practically Unlimited

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"Satisfaction or money back"

Be sure "Shirley President" is on buckles. The C. A. Edgerton Mfg. Co., Shirley, Mass.

50¢

Genuine Panama \$1.00

To prove our wonderful maker-to-wearer values in genuine Panamas, we will send you this genuine imported Panama, like \$5.00 kind, but broader weaver, flexible, durable and comfortable; nicely blocked; boxed and prepaid for only \$1.00. Not over 2 to a customer. Money back if not pleased. State size. Write today for our free sale catalogue of Mexican and Panama hats, all styles and prices.

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Our free sample will prove comfort and economy. Send postal stating size and whether you want high or low collar.

REVERSIBLE COLLAR CO. Dept. F. Boston, Mass.

Jasper's Hints to Money-Makers

(Continued from page 356)

where. Like the President, it is "waiting and watching." The promise of good crops is reassuring. A spirit of hopefulness prevails. An adjournment of Congress, a slight increase in freight rates and a discontinuance of the attacks on corporations that are striving to obey the law would do much to bring back confidence in business circles everywhere.

Until confidence is restored, we must not expect a return of prosperity, or an advance in the stock market. I believe we shall have a better outlook, that the shadows will disappear and that conservative investments in well-selected securities will yield a profit to the purchaser before summer.

SIGN THIS COUPON AND MAIL IT

Date.....1914
Jasper, Financial Editor LESLIE'S WEEKLY,
225 Fifth Avenue, New York.
You can enroll me, without expense, as a
member of your Corporation Security Hold-
ers' Association, organized for joint protection
against unjust, unwise and unnecessary
legislation.
Signed.....
Street No.....
City.....
State.....

S., Knoxville, Tenn.: The Riker-Hege-
man stock is not "a permanent and safe in-
vestment," but it offers a speculative oppor-
tunity.

S., Anderson, Ind.: Illinois Central, at
present prices, looks like a fair investment.
It is not regarded as the prime investment
it formerly was.

S., Freeport, Ill.: The bonds of the K. C.
M. & O. are decidedly speculative and not
in the investment class. As a speculation,
they have possibilities.

B., Quincy, Ill.: Conservative investors
are not inclined to put their money into
enterprises largely dependent for their suc-
cess upon the executive ability of one man.

W., Carnegie, Pa.: Until the plan for the
reorganization of Wabash is definitely out-
lined, the amount of the assessment will not
be made known, but it is sure to be heavy.

L., West Orange, N. J.: The Boulder-
Tungsten Prod. Co. stock must not be re-
garded as in the investment class. It is
decidedly speculative and I do not recom-
mend its purchase.

M., Gulfport, Miss.: The Hearne Gold
& Copper Co. has considerable bodies of
low-grade ore and will require a large
amount of money for their development.
It was last reported as idle.

Ambitious, Montclair, N. J.: The pur-
chaser of Wabash Common, at \$1 or \$2 a
share, must be prepared to pay a heavy
assessment. Better wait until this assess-
ment has been paid and then buy.

B., Knoxville, Tenn.: I have repeatedly
said that the stock of the Consolidated Mid-
way Chief Oil Co. must be regarded as
highly speculative and not in the invest-
ment class. Why not buy shares of well-
established oil concerns that pay regular
dividends?

S., New Bedford, Mass.: 1. If the agents
made misrepresentations, as you allege, in
selling the Lackawanna Coal & Lumber
Bond, you can hold them responsible. 2.
Better pocket the loss and hereafter buy
securities listed on the exchanges as I have
always advised.

R., Evansville, Ind.: Union Tank Line is
one of the Standard Oil subsidiaries engaged
in the transportation of oil in tanks. Its
earnings are showing an increase and the
outlook is hopeful. Standard Oil of New
Jersey looks like a better purchase either for
investment or speculation.

M., San Francisco: If the industrial situ-
ation improves, as it will if Congress adjourns
and crops are good, the market, including
the low-priced industrials, will grow stronger
and perhaps give you an opportunity to sell
without loss, if you even up now. In such
a matter, one man's guess is as good as an-
other's.

F., Rochester, N. Y.: 1. American Ice
has speculative possibilities and if the
company does as well this year as it did last,
it ought to renew its dividends on a moder-
ate basis. 2. U. S. Steel must suffer under
the lower tariff, and Southern Pacific from
the Government's disintegration suit if this
should prove successful.

W., Los Angeles: 1. Various reports have
been published, but none official, regarding
the probable assessments on Wabash and
Rock Island. It will be necessary to await
official advices. Re-organization plans are
subject to change up to the last moment.
2. The holders of Rock Island Common
have not formed a committee.

T. W., Methuen, Mass.: American
Woolen Pfd. is well regarded as an indus-
trial speculation. Whether the present rate
of dividends can be maintained, under the
reduced tariff, is not certain, but the man-
agement of the company is unquestionably
good, and I believe will be able to meet
competition at home or abroad.

B., Chickasha, Okla.: If you have been a
regular reader of my department, you would
know that I have not advised the purchase
of the Colonial Motion Picture stock as an
investment. You would be putting your
money into a highly speculative proposition.
Why not buy something listed on the ex-
changes, such as careful investors prefer?

F., Lansford, Pa.: 1. Bonds in denomina-
tions of \$100, yielding around 5 per cent.,
that are regarded as safe, include the 5 per
cent. Cuban loan, the New Haven Deben-
ture 6's, the American Tel. & Tel. Collateral
Trust 4's, Central Leather first 5's and, with
a speculative element, the American Ice
Debtenture 6's. 2. I think well of the U. S.
Steel Cor. 5's. They yield a little under
5 per cent. at present.

F., Elizabeth, N. J.: The Corn Products
Refining Co. has a good defence against the
action of the Government and if it wins, or
if the Government discontinues the litigation
(as it should), Corn Products Common
and Preferred ought to sell higher. Sacri-
fice neither at this time. Every share-
holder ought to write a protest to the Presi-
dent against the attack on the company
without right or reason by the Department
of Justice. I am not surprised that at the
recent annual meeting the shareholders
unanimously adopted a strong protest
against the Government's action.

New York, April 2, 1914.

JASPER.

SPECIAL CIRCULARS OF INFORMATION.

Readers who are interested in informing
themselves regarding the Stock Exchange, its
methods and controlling influences, and who
desire to secure booklets, circulars of infor-
mation, daily and weekly market letters
and information in reference to particular
investments in stock, bonds or mortgages,
should scrutinize the announcements by
advertisers on the financial pages, offering
to send, without charge, information com-
piled with care and often at much expense.
Readers should feel free to send a letter or a
postal card for any information they may
desire from the following sources:

"Puts and calls," which offer one of the easiest
ways to speculate on Wall Street, are described in a
circular just prepared by Wm. Ritchie, 66 Broad-
way, New York. Write him for a copy.

A security recommended for safety, marketability
and good income return is offered by A. H. Bick-
more & Co., 111 Broadway, New York, and is fully
described in their "Circular 18, L. W." Write for a copy.

The partial payment plan of buying Standard Oil
stocks is described in "Circular B. 62," published
by L. R. Latrobe, 111 Broadway, New York. He
will also send his Weekly Market Review without
charge.

"Why Buy Standard Oil Securities?" is the title
of a free booklet, published by J. Hathaway Pope
& Co., 50 Broad Street, New York, from whom
Standard Oil Stocks can be purchased in lots of one
share upward.

The Guaranteed 6 Per Cent. Certificates issued
by the Salt Lake Security & Trust Co., Salt Lake
City, Utah, are in denominations of \$100 to \$5,000
and are exempt from the Income Tax. Write to the
above company for its "Booklet L."

Six per cent. farm mortgages, with principal and
interest payable at the Hanover National Bank,
New York City, are described in the circular of the
W. C. Belcher Land Mortgage Co., Fort Worth,
Texas. This firm has been in business for twenty-
eight years.

An interesting free handbook especially valuable
to those who desire to make small investments has
been published by John Muir & Co., specialists in
odd lots and members of the New York Stock Ex-
change, 74 Broadway, New York. Write them for
booklet No. 4-A on "Odd Lot Investments."

Investors in \$100 bonds, or those who prefer
bonds of larger denominations, are invited by A. B.
Leach & Co., investment securities, 149 Broadway,
New York, or 105 South LaSalle Street, Chicago, to
write to them for their "Circular J. 75." It has
recommendations of securities yielding satisfactory
returns and of high grade for permanent invest-
ment.

The 6 per cent. First Mortgage Bonds sold by
S. W. Straus & Co., for many years, are fully de-
scribed and explained in their "Monthly Investors
Magazine" and "Circular No. 557-C," which will
be sent on application without charge. Write to
S. W. Straus & Co., mortgage and bond bankers,
Straus Building, Chicago, or 1 Wall Street, New
York.

Municipal Bonds, free from Income Tax and net-
ting from 4 to 5 1/4 per cent. for permanent invest-
ment are fully described in "Booklet E," entitled
"Bonds of Our Country," published for free dis-
tribution. Write to First National Bank, Depart-
ment 5, Columbus, O. The bonds are accepted by
the U. S. Government as security for postal savings
deposits and, therefore, are of high grade.

A Legend of the Lily

The gates of the night unfolded
And a seraph came down to earth.
And walked where the roots and grasses
Were striving again for birth.
"What shall I give to mortals,"
He said, "on Easter morn,
As a sign of the resurrection
And the soul of man reborn?"

The snow lay deep on the churchyard
For the spring was late and cold;
He molded its pearly whiteness
In flowers with hearts of gold—
Wonderful waxen blossoms,
Starry and sweet and pale,
Made for the holy places
Around the altar-rail.

After the dead, dark winter,
After the shrouding snows,
Still in its fragrant beauty
The Easter lily blows,
And its buds like angel fingers
Forever point the way
From the frozen clods and shadows,
To the dawn of Easter Day.

MINNA IRVING.

Unseen Forces Behind Your Telephone

THE telephone instrument is a common sight, but it affords
no idea of the magnitude of the mechanical equipment by
which it is made effective.

To give you some conception of the great number of persons
and the enormous quantity of materials required to maintain an
always-efficient service, various comparisons are here presented.

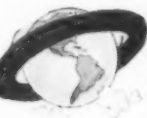
The cost of these materials unassembled is only
45% of the cost of constructing the telephone plant.



Poles
enough to build a stock-
ade around California—
12,480,000 of them, worth
in the lumber yard about
\$40,000,000.



Telephones
enough to string around
Lake Erie—8,000,000 of
them, 5,000,000 Bell-
owned, which, with equip-
ment, cost at the factory
\$45,000,000.



Wire
to coil around the earth
621 times—15,460,000
miles of it, worth
about \$100,000,000,
including 260,000 tons
of copper, worth \$88,000,000.



Switchboards
in a line would extend
thirty-six miles—55,000
of them, which cost, un-
assembled, \$90,000,000.



Lead and Tin
to load 6,600 coal cars
—being 659,960,000
pounds, worth more
than \$37,000,000.



Buildings
sufficient to house a city
of 150,000—more than
a thousand buildings,
which, unfurnished,
and without land, cost
\$44,000,000.



Conduits
to go five times through
the earth from pole to
pole—225,778,000 feet,
worth in the warehouse
\$9,000,000.



People
equal in numbers to
the entire population
of Wyoming—150,000
Bell System employes,
not including those of
connecting companies.

The poles are set all over this country, and strung with wires
and cables; the conduits are buried under the great cities; the tele-
phones are installed in separate homes and offices; the switch-
boards housed, connected and supplemented with other machinery,
and the whole Bell System kept in running order so that each
subscriber may talk at any time, anywhere.



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AND ASSOCIATED COMPANIES

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Throw Away Your Oars

You won't need them any more. Here
is the wonderful New Wright
rowboat motor with the
remarkable new Bow-
gear reversing device.
10 Days Trial
Can be reversed in 2 seconds without
stopping motor. Full 2 H. P. 3-port, long-
stroke motor. Lightest of all attachable
motors. Any speed from 2 1/2 to 8 1/2
miles per hour. Easily attached.
Wright Attachable
The only rowboat motor that can
be reversed without stopping
the entire rowing motion. 9-in.
leaves propeller, special weedless con-
struction. Cables, batteries, etc., com-
plete. Suitable for fresh or salt water.
Write Today Send for Free
Book and Lipo-
linal Offer. Great special limited
offer to get the New Wright into
every locality. Do not delay.
C. T. Wright Engine Co. Dept. 2414 Greenville, Mich.

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Forty-three acre farm and home. Three hours
by rail from New York, directly on Hudson River
(east side). 10 minutes' walk from railroad
station. 10 minutes' walk from boat landing.
45 minutes by train and trolley to Albany
(100,000 population). 15 minutes by train to
Hudson (11,000 population). Daily boat service
(freight and passenger) to Albany, New York and
Hudson. Beautiful 12-room house in perfect
condition. Heated by furnace; good water.
Three barns in good condition, splendid fruit
country, over 800 trees, apple, pear and peach
on property. Farm fully equipped for fruit and
poultry raising. Price, including over \$2,000
worth of implements, \$500 worth of furniture
and \$400 worth of live stock, \$8,000. Liberal
deduction for cash.
J. W. DAVIDSON,
Leslie-Judge Company, 225 Fifth Ave., New York City



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The Original. All Others are Imitations

Peppermint or Wintergreen Flavor

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Announcing the NEW MODEL ROYAL No. 10

The Machine with a
Personality
FEATURE No. 2

No
matter
what
your
touch!



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No. 10
Royal
will
fit it!

"Just Turn the Knob"

saving value of the **New Royal Master-Model 10.**

Because it is "the machine with a personality"—your personality! Think of a master machine with an adjustable touch—a typewriter you can "tune up" to fit your own personal touch, simply by "turning the knob"—inside, until it strikes the keynote of YOURSELF.

That's only one reason why the **No. 10 Royal** is the master-machine. There are many other big, vital new features—its rapid fire action, its perfect presswork, its singular speed and power achieved by the new **Royal** way of sending direct force from the finger-tips to the type! And its famous Royal Triple Service Feature—it writes, types cards, and bills!

The New Model 10 carries every standardized improvement—Tabulator, Back-Space Key, Bi-Chrome Ribbon and Automatic Reverse, and has many brand-new Royal Features not found on any other typewriter.

Built for "Big Business" and its
Great Army of Expert Operators

Get the Facts!

Send for the "Royal man" and ask for a DEMONSTRATION. Or write us direct for our new brochure:

"Better Service"

and a beautiful Color Photograph of the New Royal Master-Model 10.

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In Canada \$125



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Branches and Agencies the World Over

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The Only Successful Method of Home-Instruction recognized by Society and Professionals superior to ordinary class or private instruction. Chicago Tribune says: "In 'The Modern Dances,' the movements are clearly set forth and are aided with photographs so that anyone can easily master the steps." First two editions exhausted in one month. Third edition now ready. Better than ten dollars worth of private lessons, and costs only one dollar. Order today.
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THE SWEDISH RHYTHMIC VIBRATOR a wonderful scientific invention. Produces 30,000 thrilling, invigorating, penetrating, revitalizing vibrations per minute. Relieves rheumatism, neuritis, constipation, catarrh, nervousness, and all chronic afflictions. Agent's sample at wholesale price.
WRITE TODAY. Get free literature and complete information at once. Drop us a card naming county desired immediately.

In answering advertisements please mention "Leslie's Weekly"

News of the Time



THE MAN WHO MAKES MOST OF THE NEWS IN MEXICO
General Francisco Villa and one of the four American motorcycles which he used for courier work during the battles of Ojinaga and Torreón. The motorcycle is less likely to be put out of business by a bullet than an orderly's horse.



CURIOUS MISHAP TO A NOTED BOAT
The *Corwin*, for seven years the first boat in the Spring to reach Nome (Alaska) from Seattle, narrowly escaped sinking at Seattle when her boilers were taken out. The boat has since been righted.



SPRINGTIME ON THE SUNNY RIVIERA
A winning float in the recent "Battle of Flowers" at Nice, near Monte Carlo.



FAMOUS TOBACCO PLANT GOES UP IN SMOKE
Ruins of the Duke Building in Durham, N.C., where a fire caused a loss of \$1,000,000. It raged for four hours and destroyed a dozen business houses. A broken water main prevented the firemen from doing effective work.

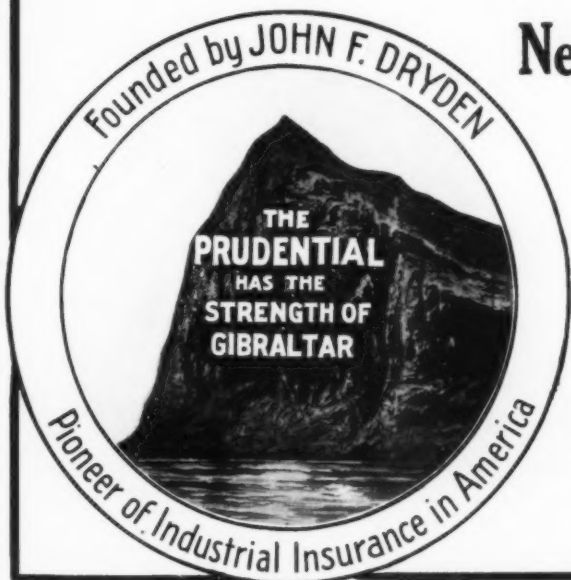


ULSTER WOMEN PREPARE FOR REAL WAR
A part of the relief corps of the Ulster Volunteers, who are ready to go to war with British troops if the Irish Home Rule Bill is placed in effect. The opposition of Ulster has already caused the retirement of Field-Marshal French and Adjutant-General Ewart, and Premier Asquith had to take charge of the War Office.

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When the first batch of advance proof sheets of the PARIS EDITION of JUDGE arrived, the office temperature rose 21 degrees, Fahrenheit. The following day we received another instalment and the seventeen young women whose duty it is to open the mail displayed a spirit of enthusiasm to be equalled only at a bargain counter. A cable of mild protest was sent to our Paris Art Editor and the following is an extract from his reply:

Me I refuse with absoluteness to make me confined to the observance of ordinary illustration in the production of the PARIS EDITION of le JUDGE which I am engaged to exploit.

I am the artist, Messieurs, and Art she has not the limitations. If it is that you require the respectableness of commonplace in your Journal I would not the commission have accept for such vulgarness.

The PARIS EDITION is to enfold the spirit of the boulevard, the atmosphere of the Quartier Latin and the abandon of the chicken of spring.

Voila! I have said it; and shall it be that your clientelle she is to make the blushing, eh bien, I should become distressed in the brains! As the true artist I am still serene.

(Signed) HENRI BIZARRE.



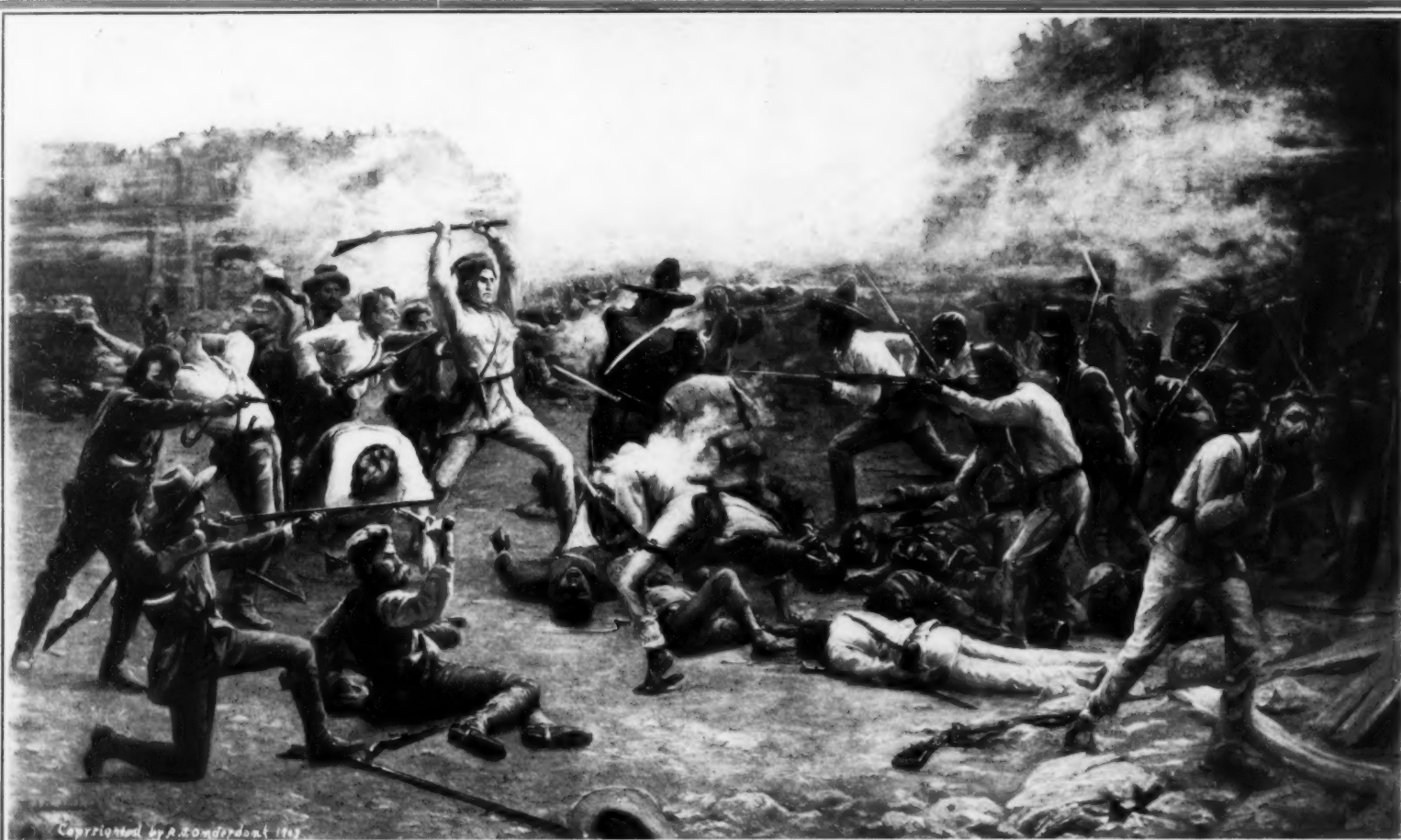
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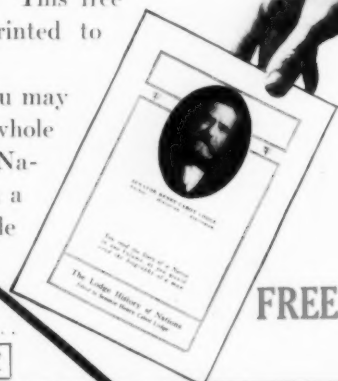
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